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AIR MOBILITY COMMAND

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Maintenance

LOGISTICS SUPPORT OPERATIONS

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(Lt Col Robert Benton)

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This instruction provides policy relative to the organization and functions of Air Mobility Command (AMC) logistics support operations. It applies to AMC active duty units, classic associate units under the control of AMC, Air Force Reserve Command (AFRC) and Air National Guard (ANG) during United States Title 10 status on AMC deployment/missions and to all Mobility Air Forces (MAF) units assigned to Pacific Air Forces (PACAF) and United States Air Forces in Europe (USAFE). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional's chain of command. This instruction requires maintaining information protected by the Privacy Act of 1974. Executive Order 9397, 22 November 1943, authorizes using the Social Security Number (SSN) as a personal identifier. The SSN is required for positive identification of personnel.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Chapter 9 has been added to include the way to handle international support and cross-servicing.

Chapter 1

LOGISTICS READINESS RESPONSIBILITIES

1.1. Logistics Readiness. Logistics Readiness within AMC is handled through two separate and distinct functional organizations. The Logistics Readiness Division, 618th Air and Space Operations Center 618 AOC (TACC)/XOCL, is AMC's logistics command and control (C2) component within the 618th AOC and is the focal point for all aircraft logistics matters affecting current operations in execution within the AMC C2 system. The Logistics Operations Division (HQ AMC/A4O) comprises three separate and distinct functional branches: Logistics Readiness Management (A4OL), Logistics Operations Management (A4OC) and Maintenance Readiness Management (A4OM) which includes the En Route Support Section each of these divisions work in unison with the Director of Operations (HQ AMC/A3) and 618 AOC (TACC) mission managers.

1.1.1. HQ AMC/A4O is the A4 point of contact for AMC logistics mission support for contingency plans (OPLANs and CONPLANs), exercises, President of the United States (POTUS) support and theater augmentation. HQ AMC/A4O will determine logistics support requirements, then source, task, and manage deployed personnel, equipment, and supplies. A4O support planners will deploy mobility readiness spares package (MRSP) resources as required; perform logistics execution planning and task use of pre-positioned command MRSP assets, mission support equipment, general purpose vehicles and other resources in support of the above missions. A4O is authorized to verbally task AMC and mobilized/activated AMC-gained logistics personnel and support equipment.

1.1.1.1. A4O aerial port planners manage rotational Air Expeditionary Force (AEF) and Eagle Flag requirements. All other aerial port requirements are managed by 618 AOC (TACC)/XOPM.

1.1.1.1.1. A4O is not responsible for establishing or assessing home station requirements. Wings will submit home station manning assistance requirements to the appropriate functional manager within HQ AMC/A4 (i.e., A4M is the functional manager for aircraft maintenance). The functional manager will then validate and source the requirement.

1.1.1.1.2. If the requirement for manning assistance is due to contingency operations, the functional manager will coordinate with A4O and 618 AOC (TACC) future ops for additional information in order to validate the requirement.

1.1.1.2. A4O support planners develop requirements and task units for unit type codes (UTC) to logistically support all AMC missions at their forward operating locations (FOL). A4O support planners are available to assist deployed members at the FOL. The senior member of the deployed teams needs to contact A4O before deploying, upon arrival, and en route if they encounter any problems. The contact numbers are DSN 779-2412 or commercial 618-229-2412 or 800-AIR-MOBL x2412.

1.1.1.2.1. Once a wing receives a tasking, follow the guidance in AFI 10-403, *Deployment Planning and Execution*, in order to shortfall a requirement. A4O has final approval/disapproval authority on all active duty shortfalls.

1.1.1.2.2. All communications between A4O and the wings regarding logistics issues goes through the wing LGRRP. This prevents confusion and delays. If squadron UDMs have questions for A4O, they need to route them through their LGRRP.

1.1.2. 618 AOC (TACC)/XOCL is a 24-hour, 7-day a week operation that provides expeditious logistics support by initiating and controlling recovery actions for AMC, AMC-gained, and operational support airlift (OSA) aircraft on AMC missions that are not mission capable (NMC) or have reported mission essential (ME) discrepancies away from home station. XOCL supports aircraft recovery by expediting the movement of Maintenance Recovery Teams (MRT), parts, and equipment (as applicable) through the transportation system to support NMC aircraft off station. XOCL has the authority to direct, control, and task subordinate units for personnel, parts, and equipment as well as coordinating transportation requirements. AMCI 10-403, *AIR MOBILITY COMMAND (AMC) FORCE DEPLOYMENT*, authorizes XOCL to verbally task units to expedite aircraft recovery.

1.1.2.1. If requested, XOCL will also coordinate support for AMC, ANG and AFRC NMC aircraft not executing AMC missions by communicating with the aircraft's home station, for example: Off-station trainers (OST), training missions, Guardlift, etc. It is the responsibility of the aircrew to first contact their home station to coordinate recovery efforts as any recovery effort handled by XOCL will be supported by a unit fund cite. If home station is unable to support the effort or requires assistance, XOCL will fully support the recovery once a unit fund cite is provided, to include tasking AD units, with JCS priority consideration driving recovery priorities.

1.1.2.1.1. NMC C-5s and C-17s, both active and Air Reserve Component (ARC), visiting AMC OCONUS en route sites with Forward Supply Locations (FSLs) will be provided the full range of 435 SCOG/GWJ & XOCL support. This support will be provided regardless of whether these aircraft are executing AMC missions or not. The FSL will issue parts on-hand down to zero balance and will backorder for 1A conditions validated by authorized mission capability (MICAP) approval authorities. Even if the part is eventually sourced from the aircraft's home station, the backorder will be recorded and reparable spare turned-in at the FSL. C-5 and C-17 wings have previously established customer organization accounts at these locations, so no new fund cites for parts will be required.

1.1.2.2. XOCL will support CONUS-operating AMC Operational Support Aircraft (OSA)/Contractor Support Aircraft (CLS) when assistance is requested from the contractor or owning home station. Normally XOCL assistance is limited to arranging transportation for military recovery resources. XOCL is not responsible for preparing appropriate contractor MRT orders.

1.1.2.3. The 89 AW and 375 AW perform all recovery actions for aircraft assigned to their units. XOCL will assist in recovery efforts of these aircraft if assistance is requested.

1.1.2.3.1. Andrews AFB contract maintenance is not tasked by XOCL for MRTs. The MRT responsibility resides with the contractor.

1.1.2.3.2. Any contracted parts requirements from Andrews AFB are shipped commercially.

1.1.2.4. The Aircraft Commander, Flying Crew Chief (FCC), or, if at AMC en route locations, the Maintenance Operations Center (MOC), is responsible for ensuring XOCL is notified of aircraft status. XOCL will coordinate recovery assistance requests for ARC aircraft through the affected home station and National Guard Bureau (NGB/A3XX).

1.1.2.5. XOCL is the focal point for Crash Damage or Disabled Aircraft Recovery (CDDAR) of AMC assets where en route capability is limited or does not exist. XOCL will coordinate with weapon system functional managers to determine MRT composition and equipment requirements, and task applicable units to provide the necessary assets. For OCONUS post accident investigation wreckage recovery responsibilities, refer to **Attachment 3**, AMC OCONUS Post Accident Investigation Wreckage Recovery Checklist.

1.1.2.6. XOCL will provide/coordinate maintenance advice to en route aircrews when requested using applicable technical orders and policy guidance. XOCL, Flying Crew Chief (FCC), senior AMC representative (as applicable) will update the local MOC with information on significant factors impacting the recovery of en route aircraft.

1.1.2.7. XOCL will coordinate with the aircraft commander, flight engineer, crew chief, senior AMC representative, tasked unit MOC (as applicable) to relay additional information required by MRTs. XOCL, FCC, senior AMC representative (as applicable) will update the recovery site local MOC (when applicable) with information on significant factors impacting the recovery of en route aircraft.

1.1.2.8. XOCL directs and controls the recovery function by receiving and collecting information about broken aircraft that meet XOCL recovery involvement criteria as defined in **Chapter 3** of this instruction. XOCL creates and maintains records of logistics status recovery maintenance and logistics history for each aircraft in the Global Decision Support System (GDSS). XOCL advises subordinate units through the local MOC when aircraft are diverted to or maintenance requirements are directed to their stations.

1.1.2.9. Successful and expedient recovery of delayed aircraft depends upon accurate and timely communication between field personnel and XOCL. The primary means of relaying information between recovery sites and XOCL is via telephone. Use the following numbers to contact the XOCL: DSN, 779-0363; Toll Free Commercial 1-800-AIR-MOBL, options 2, then 1; Commercial, 618-229-0363; STE DSN 576-2425. If normal telephone communication is unavailable, use the most expeditious means possible to contact XOCL. Suitable systems include any of the following: Email at **TACC-xocl@scott.af.mil**, Satellite Communications (SATCOM DAMA-3), Global Decision Support System (GDSS), International Maritime Satellite (INMARSAT) phone, FAX. MRTs may contact XOCL via DSN FAX (779-7932), Commercial FAX, (618-229-7932). XOCL Division Chief possesses SIPRNET capability. Email at **TACC.xocl@scott.af.smil.mil.** Refer to **Chapter 8** for reach back communication CONOPS.

1.1.2.9.1. XOCL will direct deployment of International Maritime Satellite (INMARSAT) phones, or other similar devices capable of global voice communication when tasking MRTs to locations with questionable communications support. Deployed communication systems are for official use only.

1.1.2.10. XOCL will confirm maintenance recovery requirements to include all supply, MRT, and equipment needs and will confirm support capability at the aircraft location. XOCL will then direct the tasked MOC to obtain a maintenance history and provide a copy to the MRT to prevent unneeded trouble-shooting or maintenance.

1.1.2.11. XOCL will utilize Air Force Global Logistics Support Center 435 SCOS for supply searches to locate required repair assets. If assets are located within other commands (as applicable), XOCL and the 435 SCOS/GWJ will coordinate release of assets with the applicable supply organization or 735th Supply Chain Operations Group (for Combat Air Forces).

1.1.2.11.1. XOCL will consider local manufacture capability if applicable to the problem.

1.1.2.11.2. XOCL determines when to cannibalize (CANN) for AMC and AMC-gained aircraft away from home station under XOCL control and will authorize and direct CANN actions as required. Aircraft commanders do not have the authority to direct/authorize cannibalizations. Additionally, supervision at staged/en route locations will not allow CANN actions from aircraft being directly supported by XOCL (via MRT, equipment or parts) without prior coordination/approval by XOCL. See AMC/PACAF MOA for PACAF C-17s on TWCF missions.

1.1.2.11.2.1. Cannibalization from AFRC or ANG aircraft is restricted. XOCL will request cannibalization authority through HQ AFRC Command Center or ANG Readiness Center (as applicable) prior to authorizing a CANN action. If an AFRC/ANG unit is activated/mobilized, the aircraft and activated personnel will be treated the same as an active duty unit and XOCL may direct CANN actions as required. XOCL will notify 613 AOC/AMD Logistics of intended cannibalization of PACAF C-17s on TWCF missions and provide supply data as required.

1.1.2.11.3. When staged or deployed aircraft remaining under direct 618 AOC (TACC) control, to include in the Area of Responsibility (AOR), require JA parts for otherwise Mission Capable (MC) or partially mission capable (PMC) discrepancies deemed Mission Essential (ME) by aircrew or maintenance, the part will be ordered under 1A priority. This will preclude non-availability of aircraft for specific missions when the MC discrepancy directly contributes to the mission effectiveness of the aircraft in a particular mission, role or location. For example, Missile Warning System malfunctions may be a PMC discrepancy; however, a staged aircraft in the AOR may not be able to meet mission parameters without this system. Upon identification of a ME discrepancy for a JA part, staged/deployed maintenance will inform the appropriate supply function and XOCL upon ordering of the part that it is a JA part; however, it will be coded as 1A to ensure expedient handling. XOCL will coordinate the support with LSC. The intent of this paragraph is to allow stage locations the ability to report status in accordance with the appropriate Mission Essential Systems List (MESL) and AFI 21-103, but allow 618 AOC (TACC) and 435 SCOS the ability to quickly and effectively support mission requirements.

1.1.2.11.4. XOCL will coordinate with the 435 SCOS/GWJ to source and ship the part. XOCL will determine most expeditious method of transportation.

1.1.2.11.4.1. 435 SCOS/GWJ will determine appropriate SBSS/ES-S supply processing procedures based on the recovery location of the aircraft and aircraft home station. 435 SCOS/GWJ will notify XOCL when tasked parts have been delivered to the applicable transportation section. Include the date, time, and name of the transportation specialist who received the part(s).

1.1.2.12. XOCL will determine parts, MRT, and equipment transportation mode/route to the recovery site with the primary objective being the expeditious recovery of the aircraft. XOCL will take into account all factors available, including on-scene technical expertise (e.g., FCC, engineer, etc.) for additional insight into the problem.

1.1.2.12.1. Transportation of parts/equipment/MRTs is primarily accomplished using AMC aircraft. 618 AOC (TACC) can coordinate special requirements XOCL may have for asset delivery, such as diverting aircraft, delaying scheduled departure, or adding additional missions to support recoveries. Special transportation authority for MICAP shipments to support en route recoveries is contained in AMCI 23-102, *Expeditious Movement of AMC MICAP/VVIP Assets.*

1.1.2.12.2. Commercial transportation of MRTs and equipment is, in many cases, the most expeditious method. XOCL will direct commercial transportation if military airlift is not available or timely. The AMC unit tasked to provide transportation for resources must coordinate through their host Traffic Management Flight (TMF) to arrange for commercial transportation. For equipment, the tasked unit must provide shipping documents with appropriate funding citation. Personnel requiring commercial transportation must provide valid travel orders. TMF will determine the fastest mode of commercial transportation based on the size, weight, dimensions, and destination of the parts and equipment. When using commercial transportation, mark all assets for priority handling as "Aircraft on Ground" (AOG).

1.1.2.12.3. Surface transportation is sometimes the fastest means to move parts, MRTs, and equipment. XOCL is authorized to task unit vehicle operations to provide timely ground transportation for these items. ***Note:*** ANGRC Vehicle Operations function does not maintain vehicle operators during peacetime operations.

1.1.2.13. XOCL will notify the tasked unit's MOC, or other applicable agency, via telephone after determining tasking requirements.

1.1.2.14. XOCL will ensure requirement of travel clearances, passports, or visa requirements (as applicable) using the *Foreign Clearance Guide* (**https://www.fcg.pentagon.mil/fcg.cfm**). XOCL will coordinate with the US Embassy and US Defense Attaché Office (DAO) at the recovery location if required. XOCL will review (if applicable) the *Foreign Clearance Guide* and provide the format to the unit. XOCL will advise MRT of travel priority, travel clearance requirements, and the need to have "Mission Route Support (MRS) Authorized" and "Mission Essential Personnel (MEP) Authorized," on travel orders. This enables the MRT to obtain correct travel arrangements from passenger service functions.

1.1.2.15. XOCL directs shipment of applicable assets as prescribed in AMCI 23-102, *Expeditious Movement of AMC MICAP/VVIP Assets*. Parts will be marked "AMC

MICAP/ very very important parts (VVIP)". Personnel will use project codes assigned to AMC aircraft to ensure proper handling.

1.1.2.15.1. For aircraft recoveries requiring shipment of aircraft parts, XOCL will provide 435 SCOS/GWJ the modes of shipment and where to pull the asset from. 435 SCOS/GWJ will assign/obtain Transportation Control Numbers (TCN) in accordance with AMCI 21-103, *Equipment Inventory, Status and Utilization Reporting* and the *Defense Travel Regulation Part 2*, and coordinate release of assets from the lateral organizations to laterally ship assets in accordance with given instructions.

1.1.2.15.2. XOCL will coordinate with the AMC Aerial Port Control Center to expedite movement and ensure proper handling of recovery assets.

1.1.2.16. XOCL will monitor progress of parts, MRT, and equipment in transit to recovery locations and once on site, XOCL will monitor status of MRT and/or recovery operations.

1.1.2.17. XOCL will coordinate and monitor the return of MRT members, and equipment to place of origin after the aircraft is returned to mission capable status. XOCL will "assist" in returning due in for maintenance (DIFM) parts if the FCC/aircraft commander cannot perform the function due to mission or size of parts. XOCL assistance consists of coordinating supply turn-in or transportation for the parts to the owning base. Priority transportation is authorized for all resources in both directions.

1.1.2.18. See AFI 65-601, Volume 1, AMCSUP, *Budget Guidance and Procedures*, paragraph 10.2.13. (*et seqq.*) for funding guidance concerning MRT TDY support.

Chapter 2

UNIT RESPONSIBILITIES

2.1. Maintenance Group Commander Responsibilities. The Maintenance Group Commander (MXG/CC) or designated representative, AMS/CC, (as applicable), is responsible for deploying tasked MRTs and equipment to recover aircraft at off station locations when directed by XOCL. Unit resources, including personnel, supplies, and equipment will be made available as tasked to support en route aircraft recoveries, regardless of aircraft ownership. The MXG/CC, CD, AMS/CC, (as applicable) will:

2.1.1. Ensure their unit provides assistance to expeditiously recover aircraft when tasked by XOCL.

2.1.1.1. Ensure the applicable agency immediately notifies XOCL of intent to support tasking and a support timeline or possible shortfall situations. Units may shortfall XOCL taskings, but final authority to approve or disapprove unit's shortfall request rests with the HQ AMC/A4O division chief or designated representative. Verbal shortfalls, approved by HQ AMC/A4O or designated representative, must be followed up with a written letter/e-mail routed to XOCL from the MXG/CC, CD, AMS/CC or equivalent on next duty day of the tasking release outlining circumstances driving the shortfall request.

2.1.2. Ensure individuals selected for MRTs are fully qualified to perform and complete all anticipated tasks, including In-Process Inspections (IPI) and Red X sign-offs to include clearing repeat/recur discrepancies. Additionally, consider the experience level of the individual(s) selected when additional troubleshooting requirements are possible.

2.1.3. Ensure TDY orders are generated to support the MRT tasking. Ensure the following authorizations are included: Mission Route Support (MRS) and Mission Essential Personnel (MEP). MRS permits the removal of cargo to allow space for the MRT and their equipment (see AMCI 24-101, Volume 14, *Military Airlift - Passenger Service)*. MEP on non-organic missions will process through the passenger terminal and will fly as Space-R (duty standby) passengers. MRT personnel on organic aircraft are not required to process through the passenger terminal and may be manifested by the aircrew on DD Form 2131 Passenger Manifest, or included on approved flight authorization. However, MEP travelers must notify the ATOC/LGRD personnel of their intent to travel aboard a specific mission NLT 3 hours prior to departure time. They shall not normally be added to the mission after that point if it shall adversely impact manifested passengers. Additionally, advance per diem, commercial travel authorization, rental car authorization, excess baggage authorization, and variations authorized will be included. Priority transportation is authorized for all resources in both travel directions.

2.1.4. After identification of the MRT Chief, ensure they are fully briefed of their responsibilities and are familiar with responsibilities IAW **Chapter 5** of this instruction.

2.1.5. Be prepared to rapidly deploy crash recovery equipment and/or personnel for their Mission Design Series (MDS) if directed by XOCL to recover AMC or AMC gained assets.

2.2. Responsibilities for the Senior Maintainer. All AMC non mission-capable en route aircraft reported to XOCL (refer to criteria established in **Chapter 3, Section 3.1.1**) remain under the direct control of XOCL until returned to mission capable status. When at AMC locations/bases including permanently established AMC en route locations, the senior AMC maintenance person on station (as applicable) is responsible for providing supervision oversight of the MRT maintenance actions on their flight line. The AMC MXG/CC or designated representative, or senior AMC maintenance person (as applicable) will:

2.2.1. Ensure XOCL is informed of aircraft status changes and recovery requirements for aircraft under XOCL control.

2.2.2. Ensure on station MRT personnel receive timely host unit support to expedite recovery actions.

2.2.3. Not allow CANN actions from en route aircraft without prior coordination with XOCL.

2.2.4. Ensure on station MRT personnel do not work aircraft other than those originally directed for support by XOCL without prior coordination/approval of XOCL.

Chapter 3

MAINTENANCE OPERATIONS CENTER (MOC) RESPONSIBILITIES

3.1. MOC Responsibilities. The MOC is the single POC for XOCL taskings and information concerning aircraft under XOCL control. Timely and accurate information is critical. All AMC MOCs will:

3.1.1. Notify XOCL when en route/transient AMC or AMC-gained aircraft are coded NMC or an ME discrepancy exists and any of the following criteria is met:

3.1.1.1. Current time exceeds delay start time due to logistics.

3.1.1.2. Current aircraft overall estimated time of completion (ETIC) exceeds delay start time.

3.1.1.3. The aircraft has aborted or diverted for maintenance.

3.1.1.4. Maintenance requirements exceed local capabilities.

3.1.1.5. Supply requirements exceed local resources. **Note** This includes aircraft that are transiting home station while on active AMC missions.

3.1.2. Upon receiving a tasking from the XOCL, all tasked unit MOCs will follow the procedures outlined below to assist XOCL in assembling the best possible support package. Expediency and attention to detail are critical to successful aircraft recovery.

3.1.2.1. Upon receiving a Maintenance Recovery Team (MRT) Tasking:

3.1.2.1.1. The MOC will record the following details provided by XOCL: Aircraft MDS and tail number, location, point of contact and phone number, applicable funding citations (fund cites), all discrepancies requiring support, AFSC and necessary skill level of required technicians, part and equipment requirements, mode of transportation and projected date/time of departure, and passport/visa requirements for personnel. The MOC will utilize the data provided to create an aircraft discrepancy in the Maintenance Information System (MIS) (if not previously complied with). Additionally, the MOC will ensure the discrepancy is properly cleared upon notification the subject aircraft is no longer NMC.

3.1.2.1.2. The MOC will immediately notify the Installation Deployment Officer (IDO) of the tasking who will then activate the installation deployment machine. The MOC will also contact the applicable Production Superintendent or Senior Maintenance representative when the unit does not have a production superintendent, and inform them of the tasking requirement. The MOC will pass the XOCL tasking to them for selection of MRT members and select/source required equipment items. Production Superintendents will follow responsibilities outlined in **Chapter 4**.

3.1.2.1.3. The MOC will brief MRT personnel on all duties and responsibilities to include passport/visa/immunization/ terrorist/criminal/intelligence threat requirements at recovery site. If necessary, contact local agencies, (e.g., UDM, IDO, intelligence, medical group, OSI, etc.) to gather required briefing information. Ensure MRT is aware of personal equipment requirements, (e.g., A-bags, C-bags, etc.). Ensure the

MRT team chief has a current copy of this instruction and fully understands their responsibilities as identified in **Chapter 5**.

3.1.2.1.3.1. MOC will also brief MRT team chief where the supply part needs to be returned to: return with MRT, turned in at recovery location, or return to home station with aircraft commander/crew chief.

3.1.2.1.4. The MOC will advise the applicable base agencies of the requirement to move an MRT.

3.1.2.1.5. The MOC (unit current operations for AFRC) will coordinate country clearance letters if required.

3.1.2.1.6. The MOC will inform XOCL of MRT names, rank, position (e.g., team chief, AR, etc.), SSN, AFSC and skill level, and Transportation Control Numbers (TCN) for all parts and equipment processed for shipment. Notify XOCL when the tasked MRT and all associated parts and or equipment are ready for movement. Immediately notify XOCL in the event of difficulties with meeting or completing the tasking requirements.

3.1.2.1.7. The MOC will notify XOCL when MRT personnel and deployed equipment has returned to home station to include status of supply DIFM assets if applicable.

3.1.2.2. The MOC will accomplish the following actions for equipment items not accompanied by MRT:

3.1.2.2.1. MOC will record the following details provided by XOCL: Aircraft MDS and tail number, location, equipment requirements, mode of transportation, and projected date/time of departure.

3.1.2.2.2. MOC will contact the applicable Production Superintendent/Senior Maintenance representative and inform them of the tasking requirement to select and source required equipment items. Refer to Production Superintendent responsibilities in **Chapter 4**.

3.1.2.2.3. Notify XOCL when coordination is complete and pass on all TCNs, if used. Immediately notify XOCL in the event of difficulties with fulfilling the tasking requirements.

3.1.2.2.4. MOC will notify XOCL when the deployed equipment has returned to home station.

3.1.2.3. Cannibalization procedures are as follows: If parts cannot be provided by other sources, or if available transportation options dictate, XOCL will direct CANN action. If a unit is tasked with a CANN action and the CANN action is not feasible, coordinate with XOCL for resolution. Only the GP/CC or equivalent may shortfall a CANN tasking. Shortfall procedures outlined in paragraph **2.1.1.1** apply.

3.1.2.3.1. The tasked unit MOC will record the following details provided by XOCL upon receipt of a CANN tasking: Aircraft MDS and tail number, location, parts requirements, technical order, figure, and index, part number, national stock number, nomenclature and TCNs, mode of transportation and projected date/time of departure.

The tasked unit MOC will also forward as required any blue prints, parts specifications, drawings or other documents required to ensure the correct assets are provided for the recovery.

3.1.2.3.2. The MOC will contact the applicable production superintendent and inform them of the tasking requirement to select donor aircraft or engine and initiate the CANN action. The production superintendent will coordinate disposition of parts per XOCL and 435 SCOS/GWJ direction. If asset is DIFM and DUO establishment is at recovery or aircraft home station, part needs to be turned in through LRS and shipment processed by 435th SCOS/GWJ.

3.1.2.3.3. Notify XOCL when coordination is complete and pass on all TCNs. Notify XOCL when the tasked parts are ready for movement. Immediately notify XOCL in the event of difficulties with the tasking.

3.1.2.4. The following procedures will occur when parts are not accompanied by MRT:

3.1.2.4.1. XOCL will task 435 SCOS/GWJ to source and ship the part. 435 SCOS/GWJ will determine appropriate shipment procedures based on the recovery location of the aircraft and the relationship between the shipping base and the ownership of the aircraft that is NMC. 435 SCOS/GWJ will notify XOCL when tasked parts have been delivered to the applicable transportation section. Include the date, time, and name of the transportation specialist who received the part(s).

3.1.3. The MOC will maintain MRT folders and provide them to each MRT team chief prior to departure. As a minimum, the folder will contain a copy of this instruction and a listing of the XOCL phone numbers contained in paragraph 1.1.2.10.

3.1.4. INMARSAT communication kits are located at certain bases throughout AMC and OCONUS en route locations. MOCs at these units will maintain INMARSAT and/or other voice communication devices provided by HQ AMC and issue the communication devices to MRT chief per XOCL direction.

3.1.4.1. The MOC will maintain proficiency in the use of INMARSAT and/or other voice communication devices that are provided by HQ AMC for MRT use. MOC will operationally check INMARSAT kits prior to issue and again upon return. Refer to **Chapter 8** of this instruction for additional guidance regarding reach back communication.

3.1.4.2. If applicable, MOC will coordinate with the Air Terminal Operations Center (ATOC) or the Logistics Readiness Squadron (LRS)/LGRD at a location without an ATOC for MRT processing procedures, if applicable.

3.1.5. MOC will inform XOCL whenever an Engineering Disposition (ED) is required and ensure XOCL receives a copy of the submitted Request for Engineering Disposition (REDI) and a copy of the final ED.

Chapter 4

PRODUCTION SUPERINTENDENT RESPONSIBILITIES

4.1. Production Superintendent Responsibilities. The tasked unit's on duty production superintendent, or senior maintenance representative when no production superintendent is on duty, is critical to the successful recovery of aircraft under the control of XOCL.

4.1.1. The production superintendent will ensure timely and accurate information concerning XOCL tasking is forwarded to the MOC.

4.1.2. When informed of an XOCL tasking the unit production superintendent will ensure the following requirements are accomplished as applicable:

4.1.2.1. The production superintendent will ensure all required parts and/or equipment are properly sourced and issued to the MRT chief to hand-carry to the deployment site. Items too large or heavy to be carried will be coordinated with XOCL. Ensure coordination with Base Supply Equipment Management section concerning deployment of accountable equipment. If CANN actions are directed, coordinate with the MOC to initiate actions on selected aircraft or engine. The production superintendent will ensure all required parts and/or equipment are properly prepared/purged prior to delivery to supply or TMF.

4.1.2.2. The Packing and Crating section at each station maintains a block of TCNs and assigns them as required for the shipment of property. For shipment by AMC airlift, MRT parts and/or equipment are considered "maintenance property" and not "supply parts." Equipment and parts shipped commercially are also coordinated with TMF. Note: Care must be taken to maintain accountability and satisfy open DIFM details, particularly for parts moving by AMC airlift. This paragraph must not be interpreted as a relief from DIFM accountability.

4.1.2.3. The production superintendent will verify proper preparation of shipping documents (DD Form 1149, *Requisition and Invoice/Shipping Document*)**.** Include POC and phone number plus an in the clear address to include building number, street address, and US or host nation zip code.

4.1.2.4. The production superintendent will ensure timely delivery of tasked assets to the Packing and Crating section.

4.1.2.5. The production superintendent will ensure that all items are assigned transportation control number (TCN) and marked as "999 AMC MICAP, VVIP". Include applicable project codes assigned in AMCI 23-102, *Expeditious Movement of AMC MICAP/VVIP Assets*.

4.1.2.6. For equipment only taskings, the production superintendent will ensure equipment includes all applicable accessories, documentation, has a current inspection that will not come due while deployed and is in fully operational condition.

4.1.2.7. For parts only taskings, the production superintendent or appropriate lead tech will open all boxes and visually inspect each part to ensure enclosed part is correct,

serviceable, and complete. XOCL can waive this requirement if checking parts will cause a significant delay to the recovery.

4.1.2.8. The production superintendent will record all TCNs and forward information to MOC.

4.1.3. The production superintendent will coordinate duty schedule and maintenance actions of MRTs deployed to their location, with the deployed MRT team chief. The production superintendent in conjunction with the MRT team chief will ensure XOCL is informed of duty schedules/activities associated with aircraft under XOCL control.

4.1.4. The on-duty production superintendent at the broke aircraft's location will work with the MRT chief in providing the necessary resources the MRT may need. The production superintendent may not pull the MRT from working its designated aircraft without prior coordination with XOCL.

4.1.4.1. If the supply part was shipped through the LRS at the aircraft home station base, take the asset to the recovery location LRS for SBSS/ES-S receipt processing. Turn-in unserviceable asset at recovery location also.

Chapter 5

MAINTENANCE RECOVERY TEAM CHIEF RESPONSIBILITIES

5.1. The Maintenance Recovery Team (MRT) Chief Responsibilities. The MRT Chief is responsible for the proper execution of pre-deployment, deployment, employment/on-scene recovery, and re-deployment actions. While assigned to the MRT, personnel are directly responsible to XOCL and will contact them for resolution of any problems. If the recovery location is an AMC base or fixed en route, the MRT is responsible to the local AMC MXG/CC, CD-M or senior AMC maintenance person (as applicable) upon arrival through departure. The MRT will coordinate all requirements through XOCL, the local MOC and local production superintendent (as applicable). If located at a non-AMC or non-USAF location, coordinate with XOCL, the local MOC, Transient Alert, and either the on-station AMC Contingency Response Group (CRG), or the aircraft commander (as applicable). The MRT chief is responsible for all parts, equipment, and personnel deployed with or sent as follow up support to MRT locations.

5.1.1. The MRT chief will report to the MOC for a mission briefing, receipt of an MRT folder and INMARSAT and/or other voice communication device provided by HQ AMC if tasked by XOCL. Refer to **Chapter 8** of this instruction for reach back communication guidance.

5.1.1.1. The MRT chief will ensure all personnel assigned to the MRT are qualified (review AF Form 623, Individual Training Record Folder, or equivalent, and MIS training run), prepared for, and are aware of their part in recovery actions.

5.1.2. The MRT Chief will accomplish a history check on the aircraft by reviewing the discrepancy, doing a work unit code/ref des inquiry in the MIS using screen 8070 and reviewing the history for the past 30, 60, and 90-days.

5.1.3. The MRT chief will coordinate travel arrangements with the host TMF when directed by XOCL. The MRT chief will notify XOCL of specific travel plans when confirmed.

5.1.3.1. The MRT chief will not self-procure commercial transportation. Travelers who self-procure commercial transportation will not be reimbursed unless they can prove that self-procurement was the only way to meet mission requirements.

5.1.4. The MRT chief will ensure proper technical data is available or carried with the team to complete the task.

5.1.5. When tasked, the MRT chief will sign for and become familiar with use of the INMARSAT and/or other voice communication devices provided for MRT use. The MRT chief will view training video, set up phone, and call XOCL prior to deployment.

5.1.6. The MRT chief will verify all necessary parts are available and taken with the MRT as directed by XOCL. The MRT chief will coordinate with Aerial Port (if applicable). The MRT chief will open container(s) to ensure the part(s) received are the parts that were ordered. The MRT chief will review repair procedures contained in the applicable technical orders to ensure attaching hardware and any other attaching parts that may have been (or will be) disconnected or damaged in the assembly/disassembly process are available.

5.1.6.1. MRT team chief will be briefed by MOC/XOCL on where the supply DIFM assets are to be turned in: back to MRT location, broke location, or aircraft home station.

5.1.7. The MRT chief will ensure all test and support equipment is inventoried, calibrated, has a current inspection that will not come due while deployed and is fully operational, contains all necessary accessory items (i.e., test leads, adapters, etc.), and if applicable, is loaded with the correct software to support the MDS (block and serial number) to be repaired, prior to dispatch.

5.1.8. The MRT chief will coordinate with the aerial port to ensure all required parts and equipment are assembled, inventoried, and loaded on the support aircraft. The MRT chief will physically validate the presence and condition of all MRT assets. Small items may be hand-carried by the MRT to prevent loss. Do not check hand-carried items as baggage on commercial flights unless required by the Transportation Security Agency (TSA).

5.1.9. The MRT chief will notify XOCL and the AMC MOC if applicable, immediately upon arrival at the recovery site. The MRT chief will make an initial assessment of aircraft recovery requirements and update XOCL of status, provide duty phone, cell phone, e-mail address (if applicable), billeting location, billeting phone number and room extension if applicable to XOCL, the local MOC, and the local supporting agency (i.e., transient alert (T/A) or flight line maintenance unit). Telephone services are often difficult to arrange at off-line recovery sites. Use the most convenient, expeditious method available. Commercial telephone number is (call collect if necessary), 618-229-0363 or 1-800-247-6625 (AIR MOBL) Option 2 then 1. If you have difficulty contacting the XOCL directly, call your home station MOC to relay information. The status of recovery operations is constantly monitored by XOCL and senior AMC leadership and up-to-date information is not only critical, but mandatory.

5.1.9.1. If asset was shipped through the LRS at the aircraft home station, take asset to recovery location LRS for receipt processing. Turn-in unserviceable DIFM assets at recovery location also.

5.1.9.2. MRT will start work immediately upon arrival, dependent upon availability of the aircraft, field operating hours, and length of MRT duty day. A 16-hour duty day is authorized on the first day only to allow for travel time. The duty day is computed starting at the time of initial report for duty at home station. The MRT chief works under the guidance of XOCL and will coordinate successive duty hours for the MRT. At CONUS locations with AMC units or OCONUS fixed en route locations, the MRT chief will also coordinate all duty schedule requirements with the local production superintendent. The MRT chief will assess conditions at the recovery site and establish a duty schedule with the local production superintendent (as applicable) that balances aircraft recovery needs with proper health and welfare needs of MRT members. Normal work/rest periods are 12-hours of work followed by 12-hours of rest. As a minimum, each MRT member is provided the opportunity for 8-hours of uninterrupted sleep, exclusive of transportation to and from the billeting location and time to eat.

5.1.9.3. The MRT chief will coordinate with the local production superintendent or on-site maintenance supervision to review local operating instructions. MRTs will adhere to local maintenance operating instructions of the location they are deployed to.

5.1.9.4. The following procedures will be used to report maintenance progress to the XOCL and the local MOC if available:

5.1.9.4.1. The MRT chief will report maintenance and supply status changes and additional requirements (e.g., parts, equipment, and expertise) as they become known. If it is determined that additional equipment is required, check with local maintenance operations and/or facilities for availability. If the equipment is available from a US Department of Defense agency and they will allow its use, advise the XOCL of its use on your next call. If the equipment is available from any other source (e.g., civilian contractor, allied military unit, etc.) contact XOCL. XOCL will ensure that the equipment usage is approved to alleviate any billing conflicts. The aircraft commander is authorized to contract for needed equipment using AF IMT 15, *United States Air Force Invoice*. Any equipment that is not available will be provided to the MRT through XOCL coordination.

5.1.9.4.2. The MRT chief will report work progress status every 6-hours or no later than expiration of current ETIC. The MRT chief will keep the local AMC production superintendent informed of all work progress (as applicable).

5.1.9.4.3. The MRT chief will report start time of work, shift changes, and all work stoppages, to include end of shift status or job completion.

5.1.10. The MRT team chief will notify the local MOC or XOCL whenever an Engineering Disposition (ED) is required. If at an established en route location, the MRT chief will ensure en route supervision is aware of the need for an ED. The MRT chief will ensure XOCL receives a copy of the submitted Request for Engineering Disposition (REDI) and a copy of the final ED. The specific MDS REDI procedures listed below will be followed when submitting a request for engineering disposition, T.O. 00-25-107, for AMC supported aircraft on AMC missions that are not mission capable (NMC) when away from home station.

5.1.10.1. C-130: Aircrew or maintenance (if available) will submit their request through AIRCAT. If the aircraft is NMC at a location where access to AIRCAT is not available, the aircrew/maintenance should contact the aircraft's home station and request they submit the 107 request through AIRCAT. Once the 107 request has been submitted through AIRCAT, a copy of the technical assistance request (TAR) should be sent via fax or e-mail to XOCL. XOCL will ensure the C-130 weapon system manager (WSM) is aware of the request. When the engineering disposition is issued, the aircrew, local maintenance, or the home station will send a copy of the completed TAR to XOCL via fax or e-mail as soon as possible. XOCL will ensure the WSM receives a copy of the disposition. Access to AIRCAT can established through the following web address: **https://c130aircat.robins.af.mil/applications/login.aspx** Follow the instructions listed to establish an account.

5.1.10.2. C-5: Aircrew or maintenance (if available) will contact the closest AFETS Representative or maintenance specialist in theater to determine if a Request for Engineering Disposition (REDI) is required. AFETS will then submit the request to WR-ALC through the C-5 website. Enroutes who routinely service C-5 aircraft should ensure QA or MOC personnel at their locations have login rights to the C-5 web site to retrieve completed REDI's. If the AFETS Rep is not available, or approves the need for a

REDI, then the authorized maintenance personnel will accomplish the REDI through the C-5 Website. If the requester does not have access to the C-5 website, they will forward a copy of the request to XOCL by email, fax or telephone (use of telephone to submit the request should be restricted to emergency situations). If the copy is faxed or e-mailed, a follow up phone call should be made to ensure XOCL is aware of the incoming 107. XOCL will notify engineering (WSM office will provide current engineering contact list to XOCL) of the request and forward copies to engineering and the WSM office. If engineering cannot be immediately contacted, XOCL will notify the WSM of the request. The WSM will notify engineering, send them the request and ensure a copy of the engineers final ED is returned to XOCL. Access to the C-5 website can be established through the following web address: **https://c5galaxy.robinscd.af.mil**. Follow the instructions listed to establish an account.

5.1.10.3. C-17: Aircrew or maintenance will contact the closest C-17 Boeing engineer or maintenance specialist to ascertain if an engineering disposition is required. If required, submit written request (on standardized form) through AF channels via owning aircraft wing QA. Engineering "first contact" will enable Boeing field engineering technical services to work the engineering disposition in parallel to the REDI being processed by the owning wing quality assurance. A copy of the REDI as well as a copy of the engineer's disposition should be sent to XOCL via fax or e-mail as soon as possible. XOCL will ensure the WSM knows of the request and the disposition.

5.1.10.4. KC-135: Aircrew or maintenance (if available) will submit their request to their home station quality assurance (QA) office. The home station will submit the 107 request to the 327th TSG (formerly the KC-135 SPO) with an info copy to AMC/A4MYD and XOCL. If more than technical guidance/assistance is required, e.g., CLSS team, AMC/A4MYD must command certify before the team is allowed to proceed/be dispatched. A copy of the engineer's disposition will be sent via fax or e-mail to XOCL.

5.1.10.5. KC-10: Aircrew or maintenance (if available) will submit their request through the owning group's quality assurance (QA) office. The home station will submit the 107 request in eDARS to the 727th CLSG through AMC/A4MYD (KC-10 weapon system manager) for approval. A copy of the eDAR with the engineering disposition will be sent to XOCL via fax or e-mail. XOCL will ensure the WSM is aware of the request and the disposition.

5.1.11. The MRT chief will contact XOCL if a discrepancy must be cleared on a system for which no one on the team is qualified. XOCL will follow guidelines in applicable 00-20-1 technical data and, applicable AMC supplements to resolve the issue.

5.1.12. The MRT chief will not allow the MRT to work on aircraft not supported by XOCL without prior coordination with XOCL.

5.1.13. The MRT chief will ensure all equipment, parts, and supplies are accounted for and return transportation has been coordinated with XOCL prior to return to home station.

5.1.13.1. The MRT chief will ensure all equipment that cannot be returned with the MRT has the proper documentation and is receipted in by the recovery site Transportation

Office. The MRT chief will also notify XOCL with the status and the TCNs of the equipment not being returned.

5.1.13.2. MRT team chief will ensure reparables are turned in with applicable maintenance documents (at recovery location supply, home station, or MRT location) depending on XOCL-briefed instructions to properly clear DIFM details. If the MRT has questions about disposition of supply assets, they will contact XOCL for instructions.

5.1.13.3. If applicable, the MRT will initiate required deficiency report (DR) IAW T.O. 00-35D-54 and attach to the part at time of turn-in. This will ensure supply personnel are provided a copy of the initial report to process the DR exhibit.

5.1.14. Upon return to home station the MRT chief will immediately notify MOC of their return. The MOC will contact XOCL to confirm/relay MRT return. The MRT team chief will also notify their unit production superintendent and section chief upon return to home station.

Chapter 6

CUSTOMER RESPONSIBILITIES

6.1. Aircraft Commander Responsibilities: Reference AMCI 11-208, *Tanker/Airlift Operations.*

6.1.1. At Air Force installations where no AMC maintenance support exists, the aircraft commander is responsible for ensuring aircraft support requirements are reported to XOCL and 618 AOC (TACC)/XOC as expeditiously as possible.

6.1.1.1. The aircraft commander will ensure the crew chief, or crewmember most familiar with the discrepancy is available to brief XOCL. The following information is essential when contacting XOCL:

6.1.1.1.1. Tail number, aircraft type, location.

6.1.1.1.2. Aircraft commander's name, phone number, crew rest location, room number.

6.1.1.1.3. Mission-essential maintenance conditions, fault isolation number, if applicable, and troubleshooting actions that have been accomplished.

6.1.1.1.4. When discovered.

6.1.1.1.5. Progress of maintenance actions to date.

6.1.1.1.6. Should parts be required, provide the following:

6.1.1.1.6.1. Noun.

6.1.1.1.6.2. Quantity.

6.1.1.1.6.3. Part Number.

6.1.1.1.6.4. National Stock Number (NSN).

6.1.1.1.6.5. Technical Order Reference--illustrated parts breakdown (-4).

6.1.1.1.6.6. Work Unit Code (WUC) or ref des (GO81)

6.1.1.1.7. Advise XOCL of available equipment/maintenance support known to exist on-station and who the owner of the equipment is or what unit the maintenance belongs to. XOCL will authorize/negotiate for use of the assets. When determined necessary by XOCL, the aircraft commander ensures that contractor/host services required to support a recovery operation is provided using AF IMT 15 or AF IMT 616, *Fund Cite Authorization (FCA).*

6.1.1.1.8. Aircraft commander or FCC contacts XOCL for required parts not available at the recovery location. If aircraft is broken at a location with an Air Force supply activity, maintenance personnel will order the part locally, via SBSS/ES-S ISU transaction or backorder the part (TEX 7 memo due-out).

6.1.1.1.9. Advise XOCL of duty and billeting phone numbers and billeting location/room number for aircraft commander and crew chief.

6.1.2. The aircraft commander in coordination with the MRT (if an MRT is in place) will ensure reparable parts used to repair their aircraft are returned to the correct location to properly clear DIFM details. Contact XOCL for disposition instructions.

6.1.3. Aircraft operating on classified missions should contact XOCL or appropriate operations center via secure communications if possible (STE DSN 576-2425). If secure communications are not possible, contact XOCL and provide as much of the information listed above, within the security constraints of the operation. As a minimum, a point of contact, phone number, and an unclassified delivery location will be required.

6.1.4. If an MRT has not been assigned and an Engineering Disposition (ED) is required, the FCC will ensure the local MOC and XOCL is notified of the requirement. The FCC will ensure XOCL receives a copy of the submitted Request for Engineering Disposition (REDI) and a copy of the final ED. REDI procedures are outlined for each MDS aircraft in paragraph 5.1.10 of this instruction.

6.2. Crew Chief/Flying Crew Chief Responsibilities. Crew Chief/Flying Crew Chief (FCC) responsibilities are as follows:

6.2.1. The crew chief will comply with all responsibilities outlined in AFI 21-101, *Aircraft and Equipment Maintenance Management* and applicable AMC supplements and other applicable command guidance.

6.2.2. The crew chief will provide XOCL with a valid phone number along with all other information outlined above to include identifying any known parts, special tools, and equipment requirements. From the time of initial notification, the crew chief will be in *on-call status* and will keep XOCL advised of a current contact phone number.

6.2.3. Prior to MRT, parts, or equipment arrival, the crew chief will coordinate with XOCL and local maintenance organization for availability of necessary local equipment and parts. If aircraft is broken at a location with an Air Force supply activity, the crew chief will order the part, via SBSS/ES-S ISU or backorder the part (TEX 7 memo due-out).

6.2.4. Notify XOCL or the local MOC (as applicable) of the following: Job start time, shift changes, work progress (minimum every 6-hours) and all work stoppages to include end of shift or job completion.

Chapter 7

SUPPLY PROCEDURES AND RESPONSIBILITIES

7.1. Supply Procedures and Responsibilities. Supply Procedures and Responsibilities are as follows:

7.1.1. The Logistics Readiness Squadron (LRS) commander or supply activity supporting a recovery will:

7.1.2. Ensure XOCL-directed requisitions and shipments for both CONUS and OCONUS bases receive required manual intervention, prompt response, and close oversight.

7.1.3. Perform stock checks to satisfy area searches when notified by 435 SCOS/GWJ.

7.1.4. Ensure the supply technician/chief inspector verifies the documentation. Also ensure they check the contents of the container/box and verify that the stock number, part number and quantity match the documentation and shelf life has not expired as required. Before shipping, ensure a production supervisor or appropriate lead technician inspects the item(s) to ensure accuracy and serviceability per paragraph 4.1.2.7. Items should be function checked (time permitting) prior to shipment. For additional guidance, reference AFMAN 23-110, Volume 1, Part 1, Chapter 4, *Inspection and Related Operations*; AFMAN 23-110, Volume 2, Part 2, Chapter 10, *Physical Asset Management* and AMCI 23-102, paragraph 2.4.8.2. Prepare assets for shipment following guidance provided by 435 SCOS/GWJ.

7.1.5. Coordinate with the host TMF as required.

7.1.5.1. Mark all items shipped by commercial carriers with "First available delivery", and identify them as "Required for a Not Mission Capable Supply (NMCS) status aircraft, and/or aircraft on ground (AOG)."

7.1.5.2. Mark parts shipments required to support any aircraft supported by the XOCL with "Project Code 196" and required delivery date "999."

7.1.6. Ensure supply personnel notify 435 SCOS/GWJ when XOCL MICAP parts are delivered to the appropriate transportation section by faxing the completed AMC IMT 18. Include the date, time, and name of the transportation specialist who received the part(s).

7.2. Munitions Requirements: When munitions items (e.g., squibs) are required to support en route aircraft, order them through the appropriate local munitions activity. The local munitions activity will support the requirement if possible and be back filled as soon as possible from the aircraft home station munitions activity. If the requirement is not supportable locally, the request will be handled on a case by case basis through the local munitions activity, aircraft home station munitions activity and parent MAJCOM. Under no circumstances should local maintenance requisition the items and arrange for shipment on their own.

7.3. Part Sourcing: (Figures 7.1. and 7.2.)

7.3.1. A major concern for supply is ensuring accountability of reparable assets after the recovery. To ensure maximum asset control through the entire recovery process, part requests should be processed in the following order (based on criteria) with the first choice

being the most preferred option whereas the final option being the least preferred. Reference figures **7.1** and **7.2** to view the flow chart process as outlined below.

Table 7.1. Accountability of DIFM assets

Supply Activity Options	DIFM Control
If AF supply activity is present, part will be issued/backordered at recovery location, regardless of cost.	Asset turned into local AF supply activity at the recovery location
If AF supply activity is not present at the recovery location, parts will be ordered from the aircraft home station or from MRT-originating base.	If asset ordered from aircraft home station, part will be returned to home station to clear DIFM account. . If asset ordered from MRT-originating base, parts will be returned to originating base.

7.3.2. To ensure we make the rules of engagement for DIFM returns as simple as possible, the maintainer will only need to know how the sourcing supply activity processed their paperwork: a shipment (SHP) or an issue (ISU/MSI) which is found clearly noted on the DD Form 1348, *DOD Single Line Item Requisition System Document (Manual)* or on a Asset Management label. When in doubt, the 435 SCOS/GWJ at DSN 779-8486 (commercial 618-229-8486) can assist in determining where to return the asset.

7.3.2.1. If the sourcing supply activity processed a shipment (SHP) to the AF supply activity at the recovery location, then the part will be turned in at the recovery location. This is the most preferred choice since it relieves the maintainer of responsibility at the recovery location.

7.3.2.2. If the sourcing supply activity processes an issue (ISU/MSI) the part must be returned to the sourcing supply activity. This is the least preferred choice since it holds the maintainer accountable until the asset is returned to the sourcing supply activity. Accordingly, this will only be done when no AF supply activity is present at the recovery location.

7.3.2.2.1. Supply ISU/MSI paperwork (DD Form 1348 or equivalent label) will accompany parts shipped to recovery location, including spares shipped on DD Forms 1149, so maintainers will know where to return the unserviceable spare.

Figure 7.1. 618 AOC (TACC)/XOCL and 435 SCOS MICAP Supply Decision Tree for NMCS AMC aircraft with or without MRT requirement

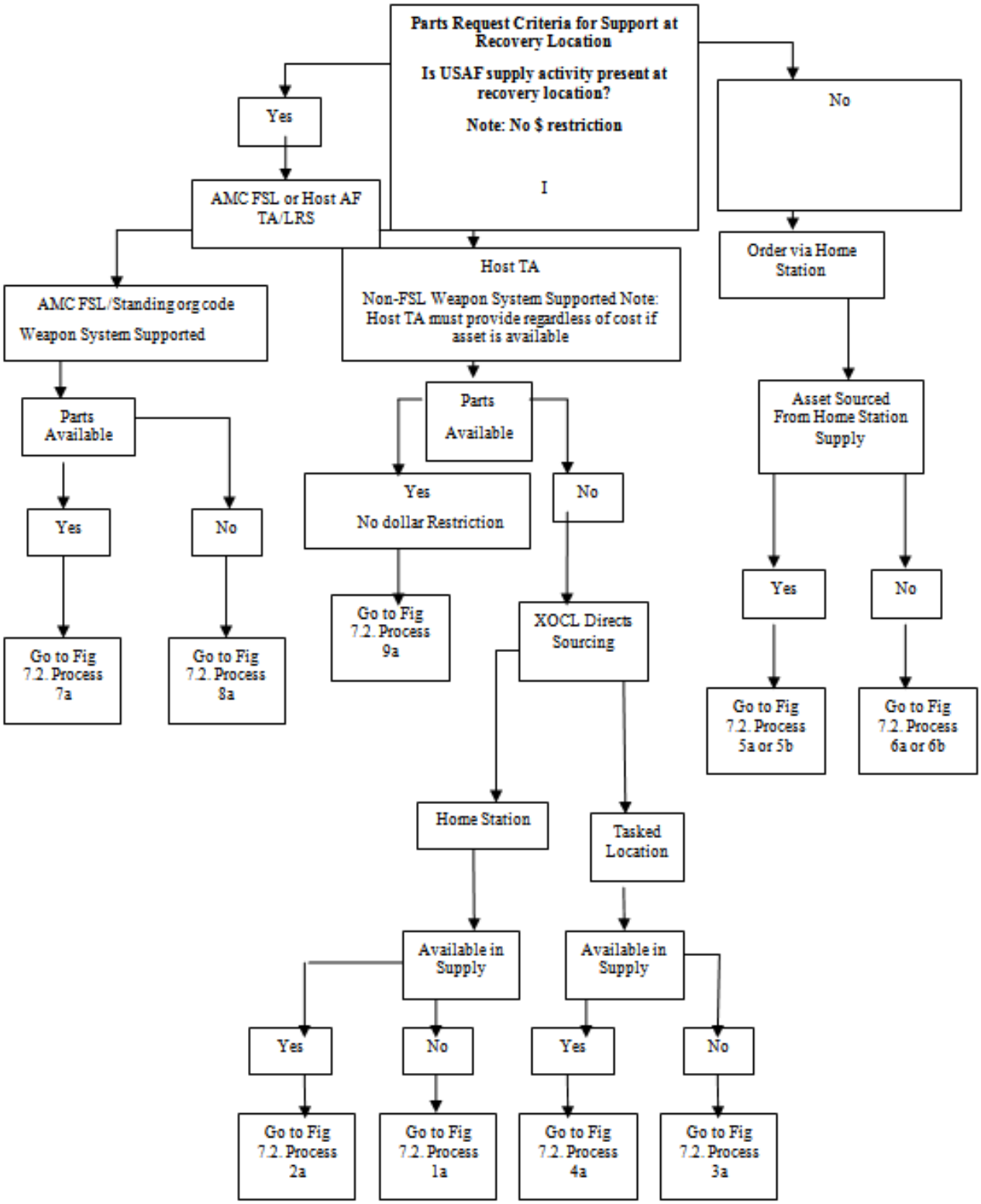

Figure 7.2. Supply Support for NMCS Aircraft

Process Number	Procedure used to Supply Required Repair Parts
1a	**Criteria:** • An AF Host Supply TA account, or other flying hour funded (type org code 3) organization code, in place • CANN part available at home station **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via AF Host Supply recovery location TA account. 2. XOCL direction: • Home station maintenance: CANN part and turn part in to supply. • 435 SCOS/GWJ: Provide pertinent information/guidance to home station LRS via AMC 18. • Home station LRS: Establish a MICAP due-out, process turn-in (TIN) (TEX 8) and return AMC 18 to 435 SCOS/GWJ • 435 SCOS/GWJ: Establish requisition for MICAP due-out and process shipment (SHP) using the AF Host Supply SRAN at the recovery location. • Parts movement: Hand carried by MRT or shipped via military or commercial air. 3. Home station maintenance follow up action: Orders replacement part for CANN. 4. AF Host Supply action: Process MICAP DUO, receipt, and issue (DOR) part. 5. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to AF Host supply at the recovery location.
2a	**Criteria:** • An AF Host Supply TA account, or other flying hour funded (type org code 3) organization code, in place • Part available at home station LRS **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via AF Host Supply recovery location TA account. 2. XOCL direction: • 435 SCOS/GWJ: Provide pertinent information/guidance to home station LRS via AMC 18. • 435 SCOS/GWJ: Process shipment (SHP) using the AF Host Supply SRAN at the recovery location. • Parts movement: Hand carried by MRT or shipped via military or commercial air. 3. Home station Supply action: Process MICAP due-out, receipt, and issue (DOR) part. Return AMC 18 to 435 SCOS. 4. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to AF Host supply at the recovery location.
3a	**Criteria:** • An AF Host Supply TA account, or other flying hour funded (type org code 3) organization code, in place • CANN part available at tasked location **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via AF Host Supply recovery location TA account. 2. XOCL direction: • Tasked location maintenance: CANN part and turn (TIN) part in to supply. • 435 SCOS/GWJ: Provide pertinent information/guidance to tasked location supply activity via AMC 18. • Tasked location supply activity: Establish a MICAP due-out, process turn-in (TIN) (TEX 8) and return AMC 18 to 435 SCOS/GWJ. • 435 SCOS/GWJ: Establish requisition for MICAP due-out and process shipment (SHP) using the AF Host Supply SRAN at the recovery location. • Parts movement: Hand carried by MRT or shipped via military or commercial air. 3. Tasked location maintenance follow up action: Orders replacement part for CANN. 4. AF Host Supply action: Process MICAP due-out, receipt, and issue (DOR) part. 5. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to AF Host supply at the recovery location.
4a	**Criteria:** • An AF Host Supply TA account, or other flying hour funded (type org code 3) organization code, in place • Part available at tasked location LRS **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via AF Host Supply recovery location TA account. 2. XOCL direction: • 435 SCOS/GWJ: Establish requisition for MICAP due-out and process shipment (SHP) using the AF Host Supply SRAN at the recovery location. Provide AMC 18 to Tasked Location Supply. • Parts movement: Hand carried by MRT or shipped via military or commercial air. 3. Tasked Location Supply action: Process MICAP due-out, receipt, and issue (DOR) part. Return AMC 18 to 435 SCOS/GWJ. 4. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to AF Host supply at the recovery location.
5a	**Criteria:** • No supply support available at recovery location • CANN part available at home station

	Actions: 1. Aircraft commander, FCC, or maintainer action: Orders parts via home station. 2. XOCL direction: • Home station maintenance: CANN part and turn part in to supply. • XOCL provides shipping information to home station MOC. • Home station LRS: Establish a MICAP due-out (TEX Z), process turn-in (TIN), process issue using a home station maintenance organizational and return part to maintenance. • Home station maintenance: Completes DD Form 1149 for shipment to recovery location. • Parts movement: Hand carried by MRT or shipped via military or commercial air. • Home station maintenance: Notify LRS to update DIFM status code AXC to prevent accumulation or repair cycle days and to track DIFM asset. 3. Home station maintenance follow up action: Orders replacement part for CANN. 4. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to home station.
5b	**Criteria:** • No supply support available at recovery location • Part available at home station LRS **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via home station. 2. XOCL direction: • XOCL provides shipping direction to home station MOC. Home station LRS: Process issue using a home station maintenance organizational and return part to maintenance. Home station maintenance: Completes DD Form 1149 for shipment to recovery location. • Parts movement: Hand carried by MRT or shipped via military or commercial air. • Home station maintenance: Notify LRS to update DIFM status code AXC to prevent accumulation or repair cycle days and to track DIFM asset. 3. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to home station.
6a	**Criteria:** • No supply support available at recovery location • Part available at tasked location LRS **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via home station 2. XOCL direction: • 435 SCOS/GWJ: Provide pertinent information/guidance to tasked location LRS. • • Parts movement: Hand carried by MRT or shipped via military or commercial air. • Home station LRS: Process MICAP due-out using a home station maintenance organizational account. 435 SCOS/GWJ: Notify home station LRS to process receipt once asset is delivered to recovery location • Home station LRS: Process receipt once notified by 435 SCOS of asset reaching recovery location. • Home station maintenance: Notify LRS to update DIFM status code AXC to track DIFM asset. 3. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to home station.
6b	**Criteria:** • No supply support available at recovery location • CANN part available at tasked location LRS **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via home station 2. XOCL direction: • Tasked location maintenance: CANN part and turn (TIN) part in to supply. • 435 SCOS/GWJ: Provide pertinent information/guidance to tasked location LRS. • Parts movement: Hand carried by MRT or shipped via military or commercial air. • Home station LRS: Process MICAP due-out using a home station maintenance organizational account. 435 SCOS/GWJ: Notify home station LRS to process receipt once asset is delivered to recovery location • Home station LRS: Process receipt once notified by 435 SCOS of asset reaching recovery location. • Home station maintenance: Notify LRS to update DIFM status code AXC to track DIFM asset. 3. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to home station.
7a	**Criteria:** • An FSL account or other standing org code for supported weapon system in place • No dollar restriction • Part available at FSL **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via FSL/aircraft parts store. 2. FSL/aircraft parts store action: Process issue. 3. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to FSL/local USAF supply activity.

8a	**Criteria:** • An FSL account or other standing org code for supported weapon system in place • No dollar restriction • Part available at tasked location LRS **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via FSL/local USAF supply activity. 2. XOCL direction: • 435 SCOS/GWJ: Establish requisition for MICAP due-out and process shipment (SHP) using the recovery location SRAN. • Parts movement: Hand carried by MRT or shipped via military or commercial air. • Provide pertinent information/guidance to tasked location via AMC 18. 3. FSL action: Process MICAP due-out, receipt and issue (DOR) part. 4. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to FSL/local USAF supply activity. 5. Tasked Location Supply Action: LRS will return completed AMC 18 to 435 SCOS/GWJ.
9a	**Criteria:** • An AF Host Supply TA or other flying hour funded (type org code 3) organization code, account in place • No dollar restriction • Part available at AF Host Supply recovery location TA account **Actions:** 1. Aircraft commander, FCC, or maintainer action: Orders parts via AF Host Supply recovery location TA account. 2. AF Host Supply recovery location TA or other flying hour org code account action: Process issue. 3. Aircraft commander, FCC, or maintainer follow up action: Turn in DIFM to AF Host Supply recovery location. **Note:** Host must give up the asset regardless of dollar value

Chapter 8

LOGISTICS GLOBAL REACH BACK COMMUNICATIONS CONCEPT OF OPERATIONS (CONOPS)

8.1. Logistics Global Reach Back Communications. This CONOPS outlines logistics global reach back communications strategy for Maintenance Recovery Teams (MRT) and deployed AMC maintenance forces. Communications reach back kits are the primary element of this strategy. Kits are designed to provide worldwide voice and data communication for MRTs and to provide logistics reach back for maintainers deployed to austere locations.

8.2. Requirements. MRTs and deployed personnel require reliable communications systems to accomplish aircraft recovery, report aircraft status and communicate logistics issues and needs to supporting agencies such as the 618 AOC (TACC) and HQ AMC/A4. Required capabilities and associated equipment are listed below:

Table 8.1. Required Communication Capability and Equipmen

Capability	Purpose	Required Equipment/ Kit Characteristics
Voice Communication	Problem assessment, personnel and resources requests, status reporting	Iridium phone, INMARSAT Phone (Last Resort)
Data transfer	Receive Tech Data, repair guidance, transmit digital images, e-mail	Laptop, data transmission capable INMARSAT
Digital image transfer	Aid in repair assessment	Digital Camera
Portability		Spare rechargeable batteries for all equipment, charging system, carry case
Compatibility with local electrical systems	Enable extended use of equipment without draining batteries (Kits are not intended to use aircraft power)	Surge protector, voltage regulator/transformer
G081, E-mail, FAX	Enables MRT/ deployed personnel to enter discrepancies into G081	Applicable software and connection hardware for laptops

8.2.1. Each kit will contain the following: INMARSAT phone, Iridium phone, laptop computer, digital camera, spare/rechargeable batteries and charging system for all equipment, surge protector, voltage regulator/ transformer, and a carry case with locks. Applicable software will be installed on laptops to facilitate receipt of e-mail, FAXs, G081 etc.

8.3. Kit Employment. Kits will be deployed to designated AMC bases as determined by HQ AMC/A4 offices and 618 AOC (TACC).

8.4. Kit Employment. Kits are tasked by 618 AOC (TACC)/XOCL. 618 AOC (TACC)/XOCL will coordinate kit deployments to ensure kits are used for the highest priority mission. Kits are

not for use with AMOG units, as they possess mobile command and control equipment. Kits will be tasked in the following manner:

8.4.1. MRTs: 618 AOC (TACC)/XOCL will task kits with MRTs based on aircraft recovery location and severity of the maintenance problem. Straightforward repairs may not require the entire kit. In such events, 618 AOC (TACC)/XOCL should task an Iridium phone to reduce the amount of equipment the MRT must carry. The tasked MOC will record the name and rank of individuals tasked with whole or partial kits.

8.4.2. Deployments: 618 AOC (TACC)/XOCL will evaluate deployment locations and task kits accordingly, based on location and existing infrastructure. Priority will be given to austere locations. Personnel responsible for the kit will communicate their name, rank, and contact information to XOCL at first opportunity.

8.4.3. INMARSAT systems are intended for data transmission only. Use INMARSATs for voice communication if no other means is available (to include locally based assets such as a CRE etc.).

8.4.4. Kits will be hand-carried by deploying personnel and not shipped as checked baggage.

8.5. Kit Maintenance/Storage. Reach back kits will be maintained through the owning base LOGNET office and stored in the Maintenance Group Maintenance Operations Center (MOC). The MOC will maintain training aids for kits and familiarize deploying personnel on kit use prior to departure.

8.5.1. HQ AMC/A4PI is responsible for procuring or producing training aids. Materials should be user/friendly and easy to read/understand in a field environment.

Chapter 9

INTERNATIONAL CROSS-SERVICING OF NMC AIRCRAFT

9.1. Approval Authorities and Responsibilities:

9.1.1. A4RX provides international support guidance and oversees AMC's Acquisition and Cross Servicing Agreement (ACSA) program. 618 AOC (TACC)/XOCL provides unit level assistance and advice 24/7 for the specific purpose of recovering NMC aircraft; ensuring efficient recoveries, when appropriate, of both US and foreign transient aircraft. Units requesting assistance will provide completed documents and checklists to 618 AOC (TACC)/XOCL as outlined throughout this chapter.

9.1.2. Unit level approval authority is expressly limited to the repair and recovery of NMC aircraft. All other foreign support requests must be directed to AMC/A4RX for resolution (an example would be the long-term use or lease of AMC equipment).

9.1.3. Authorizing international aircraft cross-mx is accomplished using the legal authority obtained from United States Code (USC) "Title 10, Sections 2341-2350", Acquisition and Cross-Servicing Agreements (ACSA). Under ACSA, logistic support exchanges are voluntary and at the discretion of the entity providing support. Each request is considered on a case-by-case basis, evaluated for legal authority, capability to support, and the supporting entity's mission impact if the request is supported. This chapter provides AMC commanders with instructions concerning the authority to exchange logistics support with international partners for the purpose of recovering NMC aircraft. This chapter addresses support exchanges using separate checklists that pertain to AMC as the "support provider" or the "support receiver."

9.1.4. While all cross-mx requests and non-F77 supply assets are addressed via the ACSA checklists in paragraph 9.5, routine aerial port services and/or F77 supply assets are not:

9.1.4.1. Routine aerial port services. All nations are provided routine aerial port services IAW AFI 10-1801, IC-1, *Foreign Governmental Aircraft Landings at USAF Installations*. This chapter is not applicable to AMC units providing routine port services. AFI 10-1801, IC-1 provides guidance concerning provisions of routine port services and identifies mandatory reimbursable and non-reimbursable routine port services.

9.1.4.2. F77 managed assets. F77 assets are C-17 assets with a Source of Supply (SOS) code F77. These assets are centrally managed by Boeing as a virtual spares pool, and as such, are issued from our AF supply system at no cost to any consuming unit, US or Foreign. International C-17 partners have bought into this virtual spares pool via the Foreign Military Sales (FMS) program. AMC maintenance commanders are authorized to provide F77 assets to C-17 virtual fleet partners (Australia, Canada, UK, Qatar, and NAMO) using the guidance in paragraph 9.6.2.

9.2. Checklists for Logistical Exchanges.

9.2.1. AMC units as the support provider are managed via Figure 9.1 and AMC units as the support receiver are managed via Figure 9.2. AMC units receiving or providing support will complete the appropriate checklists (and all related documents) and send via e-mail to 618

AOC (TACC)/XOCL org box **TACC-XOCL@us.af.mil.** Once submitted, units will contact XOCL via telephone, DSN 779-0363, Comm: 618-229-0363, or toll free at 1-800-AIR-MOBL (257-6625), Option 2 then Option 1, to ensure documents were received.

Figure 9.1. Checklist for AMC Units as the Support Provider

Checklist 9.1. AMC as the Support Provider

1. Is the requesting nation/organization listed in Figure 9.1? NO / YES
   Note: Request must come from a foreign military member/unit.
   - No, support must be denied, end process.
   - Yes, list nation/organization _____, proceed to step 2.

2. If supply assets required, does the providing maintenance commander concur IAW paragraph 9.6? NO / NA / YES
   Note: F77 parts do not require this checklist, follow guidance in paragraph 9.6.2 (answer N/A).
   - No, disapproving POC: _____, deny supply asset support.
   - NA, parts not required or parts are F77, proceed to step 3.
   - Yes, approving POC: _____, proceed to step 3.

3. If aircraft mx required, do providing maintenance commander concur IAW paragraph 9.4? NO / NA / YES
   - No, disapproving POC: _____, deny mx support.
   - NA, aircraft mx not requested, proceed to step 4.
   - Yes, approving POC: _____, proceed to step 4.

4. If transportation required, does the providing commander concur IAW paragraph 9.5? NO / NA / YES
   - No, nonconcurring POC: _____, deny transportation support.
   - NA, transportation of parts/equipment or TDY of MRT not required, proceed to step 5.
   - Yes, approving POC: _____, proceed to step 5.

5. Have AMC providing unit(s) for items 2 thru 4 above completed an ACSA MLS order form? NO / YES
   Note 1: Order Forms are completed IAW Figure 9.2 and associated instructions.
   - No, do not proceed with support.
   - Yes, proceed to step 6.

6. Has XOCL quality controls unit provided forms IAW Figure 9.2 and associated instructions? NO / YES
   - No, do not proceed with support.
   - Yes, proceed to step 7.

7. Are all the above answers Yes or NA? NO / YES
   - No, rework until Yes or NA, deny support, or contact A4RXP POC for additional help.
   - Yes, proceed to step 8.

8. XOCL directs providing unit(s) to execute. Date/time, _____, proceed to step 9.

9. Unit(s) exchange support and complete section 31 (receipt) of MLS form(s), proceed to step 10.

10. Unit(s) provide XOCL and A4RX completed/final ACSA form(s) and this checklist, when XOCL confirms this action, end XOCL process, unit(s) proceed to step 11.

11. Providing unit(s) ensure supported nation receives a final copy of each MLS order form, proceed to step 12.

12. Providing unit(s) seeks reimbursement IAW paragraph 9.9 and/or notifies A4RXP when RIK asset(s) returned and/or cash reimbursements received. End providing unit process.

XOCL Controller Information: Rank/Name/Date: _____

List other Key POCs or information:
_____
_____
_____
_____
_____
_____

Figure 9.2. Checklist for AMC as the Support Receiver

Checklist 9.2. AMC as the Support Receiver

1. Is AMC requesting support from a nation/organization listed in Figure 9.1? NO / YES
   Note: Request must go to a foreign military member/unit.
   - No, support cannot be requested, end process.
   - Yes, list nation/organization _____, proceed to step 2.

2. If supply asset(s) required, do receiving and providing mx commanders concur IAW para 9.6.5? NO / NA / YES
   Note: F77 parts do not require this checklist, follow guidance in paragraph 9.6.5.1 (answer N/A).
   - No, disapproving POC: _____, deny supply support.
   - NA, parts not required or they are F77 parts, proceed to step 3.
   - Yes, approving POC: _____, proceed to step 3.

3. If aircraft mx required, does the receiving and providing mx commanders concur IAW para 9.4? NO / NA / YES
   - No, disapproving POC: _____, deny mx support.
   - NA, mx not required, proceed to step 4.
   - Yes, approving POC: _____, proceed to step 4.

4. If transportation required, do receiving and providing commanders concur IAW paragraph 9.5? NO / NA / YES
   - No, nonconcurring POC: _____, deny transportation support.
   - NA, transportation of parts/equipment or TDY of MRT not required, proceed to step 5.
   - Yes, approving POC: _____, proceed to step 5.

5. Have AMC receiving unit(s) for items 2 thru 4 above completed an ACSA MLS order form? NO / YES
   Note 1: Order Forms are completed IAW Figure 9.2 and associated instructions.
   - No, do not proceed with support.
   - Yes, proceed to step 6.

6. XOCL quality controls unit provided forms IAW Figure 9.2 and associated instructions? NO / YES
   - No, do not proceed with support.
   - Yes, proceed to step 7.

7. Are all the above answer Yes or NA? NO / YES
- No, rework until Yes or NA, deny support, or contact A4RXP POC for additional help.
- Yes, proceed to step 8.

8. XOCLdirects providing unit(s) to execute. Date/time, _____, proceed to step 9.

9. Unit(s) exchange support and complete section 31 (receipt) of MLS form(s), proceed to step 10.

10. Unit(s) provide XOCL and A4RX completed/final ACSA form(s) and this checklist, when XOCL confirms this action, end XOCL process, unit(s) proceed to step 11.

11. Receiving AMC unit(s) ensures each applicable party has final copies of each MLS order form, proceed to step 12.

12. Receiving AMC unit(s) provides financial reimbursement or IAW paragraph 9.9 and/or notifies A4RXP when their RIK asset(s) is returned to the supporting nation. End receiving unit process.

XOCL Controller Information: Rank/Name/Date: _____

List other Key POCs or information:
_____
_____
_____
_____
_____
_____

9.3. Supply Guidance:

9.3.1. Supply and mx commander guidance when AMC is providing supply asset support. The providing unit, with the approval of the appropriate senior maintenance commander, in consultation with the appropriate supply commander, will determine if supply assets can be provided to a NMC foreign aircraft using the following procedures.

9.3.2. Issuing C-17 aircraft parts and consumables with a Source of Supply (SOS) code F77. F77 assets are defined in para 9.1.4.2. Providing maintenance commanders are authorized to issue F77 assets using the following guidance:

9.3.2.1. The part must be unclassified. If the asset is classified, deny or delay support until A4RXP can coordinate with appropriate agencies during normal AMC duty hours.

9.3.2.2. The senior maintenance commander must determine that providing the asset will not negatively impact their mission.

9.3.2.3. When the asset is repairable (DIFM asset), the requesting C-17 nation must agree to immediately exchange the unserviceable F77 part for the issued serviceable part.

9.3.3. When the above conditions are met, the most appropriate AMC maintenance organization will order the part on their AMC supply account. If the requirement is actually loaded in GO81 with a valid job control number (JCN), requisitions will be processed in GO81 with an activity code "J" document number. If there is no GO81 JCN, the requisition will be processed directly with the base supply activity using SBSS or ES-S under an activity code "X" document number. For either scenario, assets are ordered non-recurring, using the foreign aircraft tail number and nation/organization being supported as the "mark-for". The

last two positions of the mark-for will be the ACSA country code from figure 9.3. An example mark for would be "CC0006516ALWCA" (Tail CC00065, Unit 516 ALW, from Canada). In order to clear the DIFM detail, the unserviceable foreign part is immediately returned to the providing maintenance organization and turned in to supply as unserviceable. Financial reimbursement to the AF will occur automatically via the Boeing managed Virtual Fleet contract.

9.3.3.1. The same process outlined in 9.6.2 applies to F77 consumables with exception of the requirement to return/clear DIFM detail.

9.3.4. Providing non-F77 managed aircraft parts to any aircraft type. Non-F77 repairable supply assets can be provided but the procedures are different than F77 issues. Non-F77 repairable (DIFM) assets are managed as a Replacement-In-Kind (RIK) ACSA transaction. The following conditions must be met to provide non-F77 assets:

9.3.4.1. The requesting nation/organization has a concluded ACSA with the US DOD. Only those countries identified in Figure 9.3 meet this criterion. If the country is not listed in Figure 9.3, their support request must be denied.

9.3.4.2. Aircraft parts must be of the same configurations (modification) and must not be classified or sensitive. If the asset is classified or security sensitive, deny or delay support until A4RXP can coordinate with appropriate agencies during normal AMC duty hours.

9.3.4.3. The affected senior maintenance commander having oversight of the asset must determine that providing the asset will not negatively impact their mission.

9.3.4.4. The receiving party must agree to provide an RIK asset for repairable (DIFM) items, to include a worst case return date of a serviceable asset. Consumable parts can be RIK or cash (funds transferred at a later date), as negotiated by the approving maintenance official. The approving maintenance official may deny support based on an unacceptable return date; however, the replacement timeframe may never exceed 1 year.

9.3.4.5. An ACSA MLS order form is required for each transaction IAW Figure 9.4 and associated instructions. The ACSA paperwork MUST be completed PRIOR to issue of any non-F77 asset.

9.3.4.6. Supply system transactions will occur as follows:

9.3.4.6.1. Issuing non-F77 reparable asset. In most instances, assets will be ordered and issued by and to the most appropriate AMC organization using their account; however, if the requesting nation has an organizational account loaded at your base, the issue transaction(s) will be run using that account. The issue transaction will use the foreign aircraft tail number and nation supported as the "mark for", with last two positions being the ACSA country code from Figure 9.3. An example mark for is "CC0006516ALWCA" (Tail CC00065, Unit 516 ALW, from Canada). The asset will be ordered as initial issue to enable immediate resupply and requisitioning. The appropriate providing maintenance organization will accomplish an "Initial Issue Letter", citing the nation supported aircraft type and foreign tail number. The receiving nation must return a serviceable asset NLT the negotiated date to fulfill the RIK transaction. The receiving organization must notify HQ AMC/A4RX when the

RIK part is returned, inspected and confirmed serviceable. The maintenance organization will return the asset to supply as a found-on-base (FOB) turn-in; either as a serviceable asset or unserviceable if the condition cannot be confirmed. If the requirement is actually loaded in GO81 with a valid job control number (JCN), requisitions will be processed in GO81 with an activity code "J" document number. If there is no GO81 JCN, the requisition will be processed directly with the base supply activity using SBSS or ES-S under an activity code "X" document number.

9.3.4.6.2. Issuing non-F77 consumable assets. Consumable assets can be provided via paragraph 9.1.4.1 and billed directly IAW AFI 10-1801 if appropriate because support is associated with a routine port service; or via an ACSA transaction if the issue is not associated with routine port services. ACSA transaction may either be a RIK or cash transaction. The providing commander determines if the issue will be managed as RIK or cash based on their mission needs, as negotiated with the requesting nation. For cash transactions, the FEDLOG price will be used. If not billed directly as a routine port service, an ACSA MLS Order Form is required. Order forms are accomplished IAW Figure 9.4 and associated instructions. The ACSA paperwork must be completed prior to issuance. The supply procedures identified in 9.3. are used to issue parts.

9.3.4.6.3. Supply and maintenance commander guidance when AMC is requesting and receiving supply support. The receiving unit, with the approval of the appropriate senior maintenance commander will determine if supply assets will be requested.

9.3.5. Requesting C-17 aircraft parts and consumables with a Source of Supply (SOS) code F77. AMC units may request assets from other C-17 virtual fleet nations when NMC away from home station and determine this to be the best course of action. The same F77 principles apply for requesting support as for providing support. These transactions do not require an ACSA form and are accomplished at the discretion of the providing foreign commander based on their mission requirements. There is no financial impact to either nation.

9.3.6. Requesting non-F77 assets and consumables. Again, the same principles, reversed, apply to these requests. Repairable assets will be accomplished as an ACSA RIK transaction, and the US unit must provide a return date not greater than 1 year and ensure the asset is returned as agreed. Providing the asset is at the discretion of the providing nation. Consumables can be accomplished as RIK or cash transactions. Prior to accepting support, an ACSA order form must be accomplished IAW figure 9.4 and associated instructions.

9.4. Aircraft Maintenance Guidance. The senior on-scene and/or aircraft home station maintenance officer determines if mx support will be provided or accepted from eligible ACSA nations/organizations. Maintenance support includes anything from actual hands on aircraft mx to the loan of tools, manpower, test and/or other ground support equipment. NOTE: The USAF cannot allow foreign nations or organizations access to USAF technical orders, instructions or other classified information, parts or equipment via ACSA authority.

9.4.1. Equipment and tools can be loaned/borrowed if the following conditions are confirmed:

9.4.1.1. The nation or organization has a concluded ACSA and is listed in Figure 9.1

9.4.1.2. The using personnel are trained or request manpower assistance.

9.4.1.3. The equipment is not classified.

9.4.1.4. The providing unit determines the loan creates no negative mission impacts.

9.4.2. Tools and equipment can usually be loaned without generating an invoice unless the providing unit identifies additive costs that should be reimbursed. If use generates direct additive costs, the providing unit generates an ACSA order form IAW paragraph 9.5 and figure 9.4 and associated instructions. When an AMC unit is requesting tools or equipment use, the requesting unit will only agree to reimburse for direct additive costs. If foreign nation insists on leasing fees not associated with a direct additive cost, then the unit will withdraw the support request and self-support using USAF assets.

9.4.3. Providing or receiving hands on aircraft maintenance. The requesting nation must oversee the work because they must document and clear their own aircraft mx records. Accepting or providing mx from foreign nations via ACSA is authorized if:

9.4.3.1. The nation has a concluded ACSA, listed in Figure 9.3.

9.4.3.2. The senior AMC on-scene and/or aircraft home station maintenance officer determines if support will be requested or provided based on mission impact, manpower availability, training considerations evaluation, and any other relevant risk factors to task being performed.

9.4.3.3. The mx task does not involve classified US systems.

9.4.4. Cross mx actions will be documented on an ACSA order form to capture the international support transaction and to compile manpower impact data. AMC will not bill for labor, and will never agree to pay mx labor. When AMC is requesting mx, the requesting AMC unit must withdrawal their request if the foreign military insists on labor reimbursements. The cost documented on the ACSA order form will be $0.00 for labor.

9.5. Transportation Guidance. Either party to a support request may coordinate support from another off-site unit capable and willing to provide support. All shipping costs to and from the supported location, to include airlift, TDY travel, and specially procured commercial shipments are reimbursable to the supplying party. AMC providing or requesting units must complete an ACSA order form IAW Figure 9.4 and associated instructions.

9.5.1. Some nations have established Transportation Account Codes (TAC) and Customer Identification Codes (CIC) to use AMC transportation system. When applicable, movements using the nation's TAC or CIC can be accomplished without a need for an ACSA order form, see Table 9.1 below for nations with established codes.

Table 9.1. Preapproved Foreign Transportation Account Codes (TAC) and Customer Identification Codes (CIC).

TAC (Cargo)	Country	CIC (Personnel)
W003	CANADA	W00300000000000
W009	AUSTRALIA	W00900000000000
W019	GREAT BRITAIN	W01900000000000

NOTE 1: The last 11 spaces of the CIC may be used by the foreign requester to enter internal data needed for their use and/or accounting.

NOTE 2: To obtain a Transportation Control Number (TCN) form the Global Requirements Branch, Operations Directorate (USTRANSCOM/TCJ3-RG), e-mail: USTCJ3-Globalreq@ustranscom.mil; telephone 1(618) 229-2444; telefax 1 (618) 229-8429. 1JMOVGP is responsible for coordinating the delivery of cargo directly with the relevant AMC aerial port. The appropriate TAC will be used to identify cargo, along with the assigned TCN. For passenger movement, 1JMOVGP will ensure passengers reporting for movement have travel orders referring to the appropriate CIC.

9.5.2. When the use of a TAC or CIC is not possible, AMC units absorbing transportation costs must accomplish an ACSA order form to receive reimbursement. Do to the nature of these expenses; it may not be possible to determine an exact cost until well after the service is provided. In these instances, it is perfectly acceptable to identify the cost as estimated and follow-up later with an actual cost. However, it is important to accomplish an estimated ACSA form so the requesting nation understands there will be a bill to follow. ACSA forms are accomplished IAW Figure 9.2 and associated instructions.

9.5.3. Support documentation on actual cost must be provided to HQ AMC/A4RX when known.

9.5.4. AMC units may also reimburse foreign militaries for travel and transportation expenses when they are supporting the recovery of a US NMC aircraft. Again, cost estimates are acceptable until true costs are determined. The AMC unit requesting transportation must identify the funds, and obligate those funds as appropriate. ACSA forms are accomplished IAW Figure 9.2 and associated instructions.

9.6. Financial Guidance. Direct costs of logistics exchanges to recover NMC aircraft are reimbursable either by cash or by RIK. The requesting nation/commander must have funding authority and the knowledge that funds are available to make payments within 60 days of receiving an invoice document.

9.6.1. USAF units will never request support without the means to fund the support. The requesting unit must identify a funding POC to ensure funds are available, and then obligated via local FM guidance.

9.6.2. Both nations are bound to reciprocal pricing, meaning, each party to an ACSA transaction will only bill at the exact cost charged to the forces of their own nation/organization. USAF commanders may provide non-reimbursable support (use of hand tools, testers, and other ground support equipment, etc.) when there are no financial impacts

or additive costs to the DOD. Additionally, AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*, also identifies non-reimbursable routine port services. However, any support that incurs additive costs to the DOD must be reimbursed using the reciprocal costing principle.

9.6.3. AMC providing unit resource advisors must reconcile all cash ACSA forms (either paying or receiving payment) with their local/applicable finance agency. The finance office will instruct unit resource managers on the proper procedures. Applicable financial guidance can be found in DOD FMR, 7000.14, Volume 11A, *Reimbursable Operations Policy and Procedures*, Chapters 1 and 8, AFI 65-601, Volume 1, *Budget Guidance and Procedures*, and AMCI 65-602, *TWCF Budget Guidance and Procedures*.. Reimbursement to providing units should occur within 60 days but can take much longer.

9.6.3.1. RIK ACSA forms are not processed through finance. These reimbursement transactions actions are processed and tracked by the providing unit and HQ AMC/A4RXP.

9.6.4. AMC/A4RXP must receive final copies of all ACSA order forms for tracking purposes and data entry to AGATRS, the ACSA system of record. Send completed forms to **AMC.A4.A4.RX@scott.af.mil**, DSN 312-779-2947. Direct any ACSA related questions to A4RXP during duty hours. For assistance after duty hours, contact 618 AOC (TACC)/XOCL).

9.6.5. Units requiring reimbursement or needing to pay via RIK or cash must notify AMC/A4RXP when payments are made or reimbursed. This applies to cash and RIK payments.

9.6.6. US units operating abroad and considering support from another C-17 Virtual Fleet nation or organization will initiate those requests via the local foreign leadership on location or by using the contact information contained in Table 9.2.

Table 9.2. Foreign contacts for exchanging support within the C-17 Virtual Fleet

Table 9.2. Foreign contacts for exchanging support within the C-17 Virtual Fleet.				
Nation	Office	Phone	E-Mail	Notes.
Australia	Australia 36 SQN Duty Officer	In country: 0437-193-015 Outside: +61-437-193-015		
Canada	8 Wing Operations Duty Officer	613-965-3765 or 613-392-2811 ext 3765		Inform duty officer you need to contact the 429 Sqn, C-17 Support Section, and they will provide a name/number.
NAMO	Bud Irons Director, Plans and Weapons System Management	+352 3063 3007 or BB +352 621 324 235	iirons@nama.nato.int	
United Kingdom	Engineering Operations RAF Brize Norton	DSN: 9420-5461-6721 Ext 6721 Comm: (+44) 1993-89-6721		

Figure 9.3. Nations and Organizations with Concluded ACSA Agreements

Figure 9.3. Nations and Organizations With Concluded ACSA Agreements

Nation or Organization	National Designation	Type AMC Aircraft	Nation or Organization	Designation	Type AMC Aircraft
Allied Commander Transformation (ACT)	AT (SACT)		Macedonia	MK	
Afghanistan	AF		Malaysia	MY	C-130
Albania	AL		Mali	ML	
Argentina	AR	C-130	Mauritania	MR	
Armenia	AM		Moldova	MD	
* Australia	AS	C-130, C-17	Mongolia	MG	
Austria	AU	C-130	Montenegro	MN (MNE)	
Azerbaijan	AJ		Mozambique	MZ (MOZ)	
Bahrain	BA		* NAMO	NW (NMO)	C-17
Belgium	BE	C-130	NAMSO	NM	
Benin	BN (BEN)		Netherlands	NL	C-130, KC-10
Bosnia	BK		New Zealand	NZ	C-130
Botswana	BC	C-130	Nicaragua	NU	
Bulgaria	BU		Niue	NE	
* Canada	CA	C-130, C-17	Norway	NO	C-130
Cape Verde	CV		Oman	OM	C-130
Chad	CD	C-130	Pakistan	PK	C-130
Chile	CI	C-130, KC-135	Peru	PE	C-130
Colombia	CO	C-130	Philippines	RP	C-130
Comoros	CN		Poland	PL	C-130
Congo, Dem Republic of	CG (COD)		Portugal	PO	C-130
Croatia	CR		* Qatar	QA	C-130, C-17
Czech Republic	CZ		Romania	RO	C-130
Denmark	DE	C-130	Russia	RU	
Djibouti	DJ		Rwanda	RW	
Dominican Republic	DR		SACLANT	SA	
Ecuador	EC	C-130	Saint Helena	SH	
El Salvador	ES	C-130	Sao Tome and Principe	ST (STP)	
Estonia	EN		Senegal	SG	
Ethiopia	ET	C-130	Serbia	SB (SRB)	
Fiji	FJ		SHAPE	SE (SHAPE)	
Finland	FI		Sierra Leone	SL	
France	FR	C-130, KC-135	Singapore	SN	C-130, KC-135
Gabon	GB	C-130	Slovakia	SK	
Georgia	GG		Slovenia	SI	
Germany	GY		South Africa	UA	C-130
Ghana	GH		Spain	SP	C-130
Greece	GR	C-130	Sri Lanka	CE	C-130
Honduras	HO	C-130	Sweden	SW	C-130
Hungary	HU		Switzerland	SZ	
Indonesia	ID		Tajikistan	TI	
Ireland	EI		Thailand	TH	C-130
Israel	IS	C-130	Togo	TO	
Italy	IT	C-130	Tonga	TN	
Japan	JA	C-130	Tunisia	TS	C-130
Jordan	JO	C-130	Turkey	TU	C-130, KC-135
Kazakhstan	KZ		Uganda	UG	
Korea, South	KS	C-130	Ukraine	UP	
Latvia	LG		* United Arab Emirates (UAE)	UE (UAE)	C-130 (Soon C-17)
Lebanon	LE		* United Kingdom	UK (GBR)	C-130, C-17
Liberia	LI	C-130	Uruguay	UY	C-130
Lithuania	LH		Uzbekistan	UZ	
Luxembourg	LU				

* C-17 Virtual Fleet (VF) nations/organizations, or soon to be VF nation/organization

Actual ACSAs (International Agreements) can be downloaded at https://www.intelink.gov/wiki/ACSA_Country_Documents

Figure 9.4. Example ACSA Form (with instructions)

ACQUISITION AND CROSSSERVICING AGREEMENT (ACSA)/MUTUAL LOGISTICS SUPPORT (MLS) ORDER FORM

1. Requisition No.	2. Support Agreement	3. Operation/Theater	4. Order Date
5. Requesting Unit	6. Requ esting Nation	7. Providing Unit	8. Providing Nation
9. Deliver to Unit	10. Deliver to Country	11. Deliver Place	12. Deliver Time

13. REQUESTED LINE ITEM SUMMARY (SEE ATTACHED LINE IT EM DETAIL SHEET)

No.	Sub	Attch	Stock No. & Description	Unit of Mea	Quantity Request (Less Previously Received)	Quantity Received	Unit Price	Total

Amplifying Remarks:

14. Method of Pay ment ☒ Cash ☐ Replacement -In-Kind (RIK) ☐ Equal -Value -Exchange (EVE)	15. Currency	16. Not to Exceed Amount	17. Line Item Cost

22. Authorized Requestor		23. Authorized Supplier		18. Trans Costs
Signa ture		Signature		19. Other Costs
Name (Last, First MI Rank/Title)	Date	Name (Last, First MI Rank/Title)	Date	20. Total Claimed
Unit/Office	Nation/Organization	Unit/Office	Nation/Organization	21. Agreed Return Date

24. Purchase Order No.	25. Fund Citation	26. Bill To	30. Remarks
27. Invoice No.	28. Acct No./Finance Tracking No.	29. Pay To	

31. Receipt		32. Invoice I Certify that the amount invoiced is exc lusive of all taxes to which exemption has been granted under provisions of existing agreements and that the invoice is correct.		
Signature		Signature		
Name (Last, First MI Rank/Title)	Date	Name (Last, First MI Rank/Title)	Date	20. Total Claimed
Unit/Office	Nation/Organization	Unit/Office	Nation/Organization	21. Agreed Return Date

STANDARD ACSA ORDER FORM —2006 (MSWord)

Figure 9.4 Instructions.

Block #	Type field	Instructions
1. Requisition No.	Mandatory:	Example: CD-437MXS-0078-001A - CD = National designator from Figure 9.1. - 437MXS = AMC providing unit designation - 0078 = Last digit of the year and 3-digit Julian date (19 Mar 2010) - 001 = Number of transactions for that nation on that day
2. Support Agreement	Mandatory.	Example: US-CD-01 - US = USA - CD = National designator from Figure 9.1. - 01 = Always 01
3. Operation/Theater.	Mandatory.	Always Global Mobility.
4. Order Date.	Mandatory.	Date of request.
5. Requesting Unit.	Mandatory.	Self-explanatory. Example: 437 MXS or the foreign military unit requesting.

6. Requesting Nation.	Mandatory. Self-explanatory. Example: USA or United Kingdom, etc.
7. Providing Unit.	Mandatory. Support provider, the unit owning the assets and determining ability to support (RIK or cash reimbursements would go back to this unit).
8. Providing Nation.	Mandatory. Support provider.
9. Deliver to Unit.	Mandatory. Unit receiving support.
10. Deliver to Country.	Mandatory. Geographic country where support is being provided/exchanged.
11. Deliver to Place.	Mandatory. Base or airfield, plus any other specifics desired (Example, Charleston, bldg 4).
12. Deliver to Time.	Mandatory. Any acceptable date and time, the word ASAP is also acceptable.
13. Requested Items.	
No.	Mandatory when more than one line item (Example, 001 to 999).
Sub	Optional. Used at unit's discretion as a sub identifier to No. field (A, B, etc.; can be blank).
Attch	Optional. Blank or "Yes" if support documentation needed (Example, FEDEX invoice).
Stock No/Disc	Mandatory. Self explanatory.
Unit of Measure	Mandatory. EA, BL, QT, FT, etc., or "hours" for mx labor time.
Quantity Requested	Mandatory. Self explanatory.
Quantity Received	Mandatory. Self explanatory, usually the same as number requested but not always.
Unit Price.	Mandatory. Cost per one unit of measure.
Total Price.	Mandatory. Quantity received times the unit price.
Remarks:	Mandatory. Provide a brief description of the situation and actions taken.
14. Method of Payment.	Mandatory. Check the appropriate block (EVE is NEVER used at unit level). - RIK for supply accountable (DIFM) assets or consumables determined to be RIK. - Cash for monetary reimbursements (Example, transportation or consumables)
15. Currency.	Mandatory. US Dollar when US is providing (can be foreign currency if US receiving)
16. Not to exceed.	Mandatory. State maximum worth of support for that form, should be the total from block 17 rounded up appropriately.
17. Line Item Cost.	Mandatory. (Quantity received) x (Unit price). - Unit price for labor is $0.00. - RIK line items also totaled in this column.
18. Trans Cost.	Mandatory. Always $0.00. - Itemize transportation expenses in Block 13 with description and UI of EA.
19. Other Cost.	Mandatory. Always $0.00. - Itemize all costs in Block 13 with appropriate description and Unit of Issue.
20. Total Claimed.	Mandatory. Total of cost of block 13 thru 17, do NOT include RIK transactions.
21. Agreed Return Date	Mandatory date for RIK. This is return date each party negotiated. - N/A for cash transactions, labor.
22. Authorized Requestor.	Mandatory. - When AMC providing support: Completed by senior foreign military representative. - When AMC receiving support: Completed by the requesting AMC unit commander. (Include as much information as possible, phone number and email always helpful)

23. Authorized Supplier.	Mandatory. - When AMC providing support: Completed by the providing AMC unit commander. - When AMC receiving support: Completed by senior foreign military representative. (Include as much information as possible, phone number and email always helpful)
24. Purchase Order No.	Not used. Leave blank.
25. Fund citation	Mandatory for cash transactions. - Enter the full AMC unit fund site that will be reimbursed or billed.
26. Bill To.	Mandatory for cash transactions. - Enter the nation being billed and a resource advisor name and contact number. (Ex: USA/437 MXS, MSgt Smith, DSN 111-0000, or CA/Cpl Jones, 111-000-0001)
27. Invoice No.	Not Used. Leave blank.
28. Acct No./Finance No.	Not Used. Leave blank, for finance use.
29. Pay To.	Mandatory for cash transactions. - Enter the nation/unit and resource advisor name contact number being paid. (Ex: USA/437 MXS, MSgt Smith, DSN 111-0000, or CA/Cpl Jones, 111-000-0001)
30. Remarks.	Optional. Unit discretion.
31. Receipt.	Mandatory. Name, signature and information of the individual receiving support. - Completed after the support has already been provided. - When AMC receiving support, this will be an appropriate AMC military member. - When AMC providing support, this will be an appropriate foreign military member. (Include as much information as possible, phone number and email always helpful)
32. Invoice.	Not Used. Leave blank.

JAMES C. HOWE, Colonel, USAF
Chief, Maintenance Division

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-403, *Deployment Planning and Execution,* 13 January 2008

AFI 10-403_AMCSUP, *Deployment Planning and Execution,* 3 May 2011

AFI 10-1001, *Civil Aircraft Landing Permit*s, 1 September 1995, 1 September 1995

AFI 10-1801, *Foreign Governmental Aircraft Landings at U.S. AF Installation,* 1 September 1997

AFI 16-402, Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination, 1 December 2009

AFI 21-101, *Aircraft and Equipment Maintenance Management,* 26 July 2010

AFI 21-103, *Equipment Inventory, Status and Utilization Reporting,* 9 April 2010

AFMAN 23-101, *Centrally Managed Equipment,* 1 April 2009

AFI 34-244, *Disposition of Personal Property,* 8 September 2010

AFI 34-242, *Mortuary Affairs Program,* 2 April 2008

AFI 34-1101, *Assistance to Survivors of Persons Killed in Air Force Aviation Mishaps and other Incidents,* 1 October 2001

AFI 51-503, *Aerospace Accident Investigations,* 26 May 2010

AFI 65-601, Volume 1, AMCSUP, *Budget Guidance and Procedures,* 3 March 2005

AFI 91-204, *Safety Investigations and Reports,* 24 September 2008

AFMAN 23-110, *USAF Supply Manual,* 8 April 2011

AFMAN 37-123 *Management of Records,* 11 October 2001

AMCI 11-208, *Tanker/Airlift Operations,* 1 June 2000

AMCI 21-103, *Equipment Inventory, Status and Utilization Reporting* and the *Defense Travel Regulation Part 2,* 1 December 2006

AMCI 23-102, *Expeditious Movement of AMC MICAP/VVIP Assets,* 29 June 2009

AMCI 24-101, Volume 14, *Military Airlift - Passenger Service,* 27 April 2009

AMCI 65-602, *TWCF Budget Guidance and Procedures,* 23 December 2009

DoDFMR 7000.14, Volume 11A, *Reimbursable Operations Policy and Procedures,* 10 August 2011

TO 00-20-1, *Aerospace Equipment Inspection, Documentation, Policy and Procedures,* 15 June 2011

TO 00-35D-54, *USAF Deficiency Reporting, Investigation and Resolution,* 1 October 2009

Prescribed Forms

No Forms or IMT's prescribed by this publication

Adopted Forms

AF Form 15, *United States Air Force Invoice,* 01 August 1991

AF Form 616, *Fund Cite Authorization (FCA),* 01 April 1989

AF Form 623, *Individual Training Record Folder / or equivalent, 1 October 1996*

AF Form 623A, *On-the-Job Training Record -Continuation Sheet / or equivalent, 1 March 1979*

AF Form 623B, *Individual Training Record Label, 1 October 1996*

AF Form 847, *Recommendation for Change of Publication, 22 September 2009*

AF Form 913, *Aerospace Vehicle Project Action, 21 Dec 2006*

AMC Form 18, *XOCL MICAP Shipment, 1 April 2004*

DD Form 1149, *Requisition and Invoice/Shipping Document, July 2006*

DD Form 1348, *DOD Single Line Item Requisition System Document (Manual), July 1991*

Abbreviations and Acronyms

T/A—Transient Alert

Terms

Recovery Location— The location of the broken aircraft

FSL— An AMC Forward Supply Location (FSL) located at the recovery location

Weapon System Supported— FSLs support primarily strategic assets (i.e., C-5 and C-17)

AF Host Supply— Any Air Force supply account located at the recovery location (i.e., LRS)

Home Station— The home station of the broken aircraft

Tasked Location— Other than home station or recovery location

Attachment 2

MRT WORKSHEET

A2.1. Team Chief:	**Name**	**Rank**	**AFSC**	**SSN**
A2.1.1. Other Personnel:	Name	Rank	AFSC	SSN
A2.1.2. Other Personnel:	Name	Rank	AFSC	SSN
A2.1.3. Other Personnel:	Name	Rank	AFSC	SSN
A2.1.4. Other Personnel:	Name	Rank	AFSC	SSN
A2.1.5. Other Personnel:	Name	Rank	AFSC	SSN

A2.2. Orders Prepared? Y / N.

A2.3. Passport/Visa required? Y / N.

A2.4. Required Clothing/Money/Shot Records/A,B,C bags as applicable? Y/N

A2.5. Force protection briefing of local conditions/Intel/OSI briefings for country being deployed to (if applicable)? Y/N

A2.6. Military Travel Request (MTR) Prepared? Y / N.

A2.7. Review aircraft maintenance history in GO81: Y/N

A2.8. Recovery Location:

A2.9. Aircraft Type:

A2.10. Tail Number:

A2.11. Mission Number:

A2.12. Next Destination:

A2.13. Mission Commander: Room Phone:

A2.14. Point of contact at the MRT location:

A2.15. Communications at Recovery Site:

A2.16. Specific Discrepancies:

A2.16.1. Disc #1:

A2.16.2. Disc #2:

A2.16.3. Disc #3:

A2.17. Equipment Required: ***Note:*** Functional check equipment if time permits: Y/N/ N/A

A2.17.1. Equipment Item 1/TCN:

A2.17.2. Equipment Item 2/TCN:

A2.17.3. Equipment Item 3/TCN:

A2.17.4. Equipment Item 4/TCN:

A2.17.5. Part(s) Required:

A2.17.5.1. Have required parts been bench checked before packing (if applicable)? Y / N / NA

A2.17.5.2. Part #1 Nomenclature, Part Number, NSN, Qty and TCN

A2.17.5.3. Part #2 Nomenclature, Part Number, NSN, Qty and TCN

A2.17.5.4. Part #3 Nomenclature, Part Number, NSN, Qty and TCN

A2.17.5.5. Part #4 Nomenclature, Part Number, NSN, Qty and TCN

A2.17.5.6. Part #5 Nomenclature, Part Number, NSN, Qty and TCN

A2.18. Support Aircraft Tail No:

A2.19. Support Mission Number:

A2.20. MRT Show Time:

A2.21. Support ETD:

Attachment 3

AMC OCONUS POST ACCIDENT INVESTIGATION WRECKAGE RECOVERY CHECKLIST

Figure A3.1. AMC OCONUS Post Accident Investigation Wreckage Recovery Checklist

Date Complete	Action	AMC OPR	Remarks
I. Confirm Following Actions Completed Prior to Wreckage Recovery			
	1. AMC Identified as basic command to which aerospace vehicle is assigned. Reference: AFI 16-402; AFI 21-103	A4M; SE	
	2. Coordinate with National Transportation Safety Board (NTSB) for mishaps between AF and civil aircraft occurring within US jurisdiction. Mishaps between AF and civil aircraft occurring outside of the US are investigated under the provisions of Annex 13 to the Convention on International Civil Aviation. The NTSB investigates all accidents involving civil aircraft within US jurisdiction (AF may conduct concurrent investigation and/or have representation during NTSB investigation). Reference: AFI 91-204	SE	
	3. The investigation of AF accidents that occur in foreign territory, or those that involve any civil or foreign military aircraft, may be affected by treaties, statutes, regulations, agreements, and other procedures. For accidents occurring on foreign territory, the Staff Judge Advocate (SJA) of the AF MAJCOM or component responsible for air operations in that country or AOR should be consulted. For AF accidents involving any civil or foreign military aircraft in the US, consult AFLSA/JACT for guidance regarding the scope and nature of AF involvement in the investigation. Reference: AFI 51-503, *Aerospace Accident Investigations*	JA	

	4. At the On-Scene Commander's discretion, custody of the wreckage should be transferred to the SIB President. The SIB President then transfers custody of the wreckage to the AIB President. After the wreckage is no longer required for the AIB investigation, the AIB President transfers custody of the wreckage to the host installation commander. Reference: AFI 51-503	SE, JA	
	5. The host installation commander is responsible for removing and storing the wreckage. If the host installation does not have the capability for removing and storing the wreckage, then the convening authority will assist in removing and storing the wreckage. The convening authority pays all costs associated with the removal and storage of the wreckage. Reference: AFI 51-503	A4, JA	
II. Wreckage Recovery Actions			
	1. Send message to appropriate air attaché' declaring intent by AMC to recover wreckage, to facilitate in-country logistics support	A4M	
	2. Request assistance from the U.S. Navy for recovery or salvage of submerged wreckage beyond the capabilities of the base concerned. Contact Commander, Naval Sea Systems command, Attn: Supervisor of Salvage (CODE COC). Reference: AFI 91-204, Chap 4	A4M; SE	
	3. Coordinate with FMB to obtain funding to cover costs associated with recovering wreckage (packing and crating, transportation to/from aircraft, Combat Logistics Support, SAAM costs, miscellaneous contracts, etc.).	FMB	
	4. Identify support requirements for transportation and shipment of wreckage (examples include personnel, packing/crating materials, 463L pallets, all terrain forklift, light carts, transportation to/from aircraft)	618 AOC (TACC)/XOP	

	5. Arrange in-country support with Air Attaché' (diplomatic/country clearances, fuel, aircraft parking, billeting, local contractor support, etc.).	A4M; 618 AOC (TACC)/XOC	
	6. Work with Air Attaché to obtain photographs of wreckage where possible to help identify Combat Logistic Support (CLS) team recovery requirements	A4M	
	7. Seek assistance from closest geographically located MAJCOM as required (USAFE, PACAF, etc.)		
	8. Coordinate Combat Logistics Support to assist with recovery efforts (653 CLSS, WR/ALC, Robins AFB). Identify special requirements and/or limiting factors, such as the presence of hazardous materials	A4M	
	9. Coordinate additional transportation requirements through AF/ILTT, Air Attaché, and OADUSD. Include additional opportune airlift requests in conjunction with recovery mission	A4M	
	10. Handle disposition of personal remains and effects IAW AFI 34-244, *Disposition of Personal Property,* AFI 34-242, *Mortuary Affairs Program*, and AFI 34-1101, *Assistance to Survivors of Persons Killed in Air Force Aviation Mishaps and other Incidents.* Any personal effects recovered, or recovered in the future, should be obtained by the US and transferred in established AF/ILV (SVS) channels.	A4M; JA; A7	
	11. Determine whether to recover via SAAM, Opportune Airlift, or dispose of wreckage in country. Once wreckage is returned to CONUS for storage and/or disposal, consider using Opportune Airlift if directed to transport to designated storage/disposal location.	A4M; FMB; 618 AOC (TACC)/XOO	
	12. Release wreckage not needed in support of depot, laboratory, or the AIB investigation to the host installation commander in writing for storage until	A4M, JA	

	AFSLA/JACT releases the wreckage for appropriate disposal. Dispose of damaged or destroyed property according to AFI 23-101 and the proper environmental laws. Before deciding whether the basic airframe is damaged beyond repair, contact the prime center for the aircraft and allow them to survey the wreckage. Coordinate with the prime center for the aircraft to determine proper disposition/disposal of the wreckage. Reference: AFI 91-204, AFI 51-503		
	13. All reasonable actions must be made to remove and properly dispose of wreckage. If in CONUS and, after taking all reasonable efforts, there is wreckage remaining that cannot be reasonably removed, obtain authorization from the appropriate federal or state officials to leave the wreckage in place. Abandoning wreckage does not constitute abandoning legal title to the property. Procedures for abandoning legal title are governed by AFI 23-101. Reference: AFI 91-204, AFI 23-101	A4, JA	
	14. If all reasonable actions to remove and properly dispose of wreckage have occurred and wreckage is left in place OCONUS or in international waters, arrange disposal method (melt down for salvage) with reputable contractor for additional wreckage found. US authorities should positively identify additional wreckage prior to salvage.		
	15. Update PA on status of recovery effort to ensure accurate, timely release of information as appropriate. Reference: AFI 35-101	PA	
III. Post-Wreckage Recovery Actions			
	1. Coordinate/de-conflict media attention. Reference: AFI 35-101	PA	

	2. Determine status of notice to mariners identifying location of crash site and debris field, and asking mariners who inadvertently retrieve wreckage notify appropriate authorities. US position is the site should be left undisturbed	A4M; JA	
	3. Assign inactive aerospace vehicle to other than operational mission requirements. Includes ground training, storage for future aircraft use to include parts, and lease/loan (HQ USAF/XPPL in conjunction with AF programmers). Reference AFI 16-402	A4M	
	4. Assign a purpose identifier code to each inactive aerospace vehicle describing status such as: Storage, Lease-loan, Contractor Test Government Furnished Property, Permanently Grounded (HQ USAF/XPPL). Reference: AFI 16-402	A4M	
	5. Assist HQ USAF/XPPL as follows: collect MAJCOM requirements for the excess aircraft; prioritize requirements for the excess aircraft; mission support needs (spares support, ground and aircraft battle damage repair trainers); United States Air Force Museum; Other military services and DoD agencies needs; Foreign Military Sales and Security Assistance Program Needs. Reference AFI 16-402	A4M; A5	
	6. Issue transfer or status change instructions and authorizations on AF Form 913, *Aerospace Vehicle Project Action* through HQ USAF/XPPE for aerospace vehicles excess to USAF operational forces needs (HQ USAF/XPPL). Reference AFI 16-402	A4M; A5	
	7. Utilize AF 913 to provide guidance on consolidation and storage of any wreckage in a manner to ensure all residue from the aircraft remains together, to include any wreckage recovered at a later date, pending release from HQ USAF	A4M	

	8. Coordinate with HQ USAF/XO/IL, and SAF/IA prior to reassignment of aircraft from inviolate storage (HQ USAF/XPPL). Reference AFI 16-402	A4M	
	9. Provide instructions to reclaim aerospace vehicles at operational locations. For AMARC-stored aircraft initiate code change to XX and request AFMC/A4MM-AVDO to issue a reclamation project (HQ USAF/XPPL). Reference AFI 16-402	A4M	
	10. Coordinate with AFMC Weapon System SPD to advise HQ USAF/XPPL on condition of excess aircraft to include modification, additional operational requirements and any spares needs and restrictions on export; recommends storage codes for those aerospace vehicles requiring storage at AMARC; recommends storage code changes to include reclamation. Reference AFI 16-402	A4M; A5	
	11. All wreckage from Class A mishaps must be retained and stored at the host installation or other appropriate storage area until released by AFLSA/JACT. AFI 91-204, AFI 51-503	A4M; JA; SE	
	12. Ensure wreckage has been released for disposal by AFLSA/JACT prior to final disposal or salvage		